SOUTHERN PACIFIC COMPANY

LOS ANGELES DIVISION SPECIAL INSTRUCTIONS

No. 5

EFFECTIVE SUNDAY, APRIL 25, 1954
AT 12:01 A. M.,
PACIFIC STANDARD TIME
SUPERSEDING SPECIAL INSTRUCTIONS No. 4

THESE INSTRUCTIONS CONSTITUTE A PART OF THE TIMETABLE CURRENTLY IN EFFECT

R. E. HALLAWELL,
General Manager.

E. D. MOODY,
W. D. LAMPRECHT
Assistant General Managers.

C. H. GRANT,
General Superintendent of Transportation.

D. P. BOYKIN,
Superintendent of Transportation.

P. D. ROBINSON,
Superintendent.

⊙This symbol indicates change except on rating of engines pages, such changes are not so indicated.

⊙RULE A. The following rules have been revised. Revised pages have been printed covering these changes, and employes must have revised pages in their copy of Book of Rules.

Page Number	Rule Revised
17	7-A
19	10-G and 10-H
53	104-C
104	306
108	536
126	822
127	825
130	831
131	832 (cancelled)

RULE M. Employes are warned that it is dangerous to ride on top or side of cars while passing points where impaired clearance exists, and that they must protect themselves from injury. See list of impaired clearances on main track and siding.

There are numerous other structures with impaired clearance on yard and station tracks on the division, and employes must be familiar with their location and avoid personal injury.

RULE 10-J. Speed signs prescribing an increase in speed will not be installed on branches. Speed Restrictions tables will indicate permissible speeds between mile post locations named.

⊙RULE 14. The following paragraph has been added:

"Signs bearing the letter 'X', located one-fourth mile in advance of certain public crossings at grade, and signs bearing the letter 'W', located one-fourth mile in advance of certain tunnels and obscure curves, require engine whistle signal as prescribed by Rule 14(l). Absence of these signs, in advance of public crossings at grade, tunnels or obscure curves, does not relieve engineers from complying with Rule 14(l).

RULE 17. When a train is ready to depart from any track in Los Angeles Yard enginemen will display headlight on lead engine by day or night in addition to sounding whistle signal 14(b).

⊙RULE 35. First paragraph is revised to read:

"The following signals must be used by flagmen:

Day signals: A red flag, torpedoes and fusees.

Night signals: A white light, torpedoes and fusees."

⊙RULE 99-A. The following paragraph has been added:

"When protection is to be afforded for other than a train or engine and where conditions may interfere with the safe passage of trains or engines at normal speed, flagman must provide protection in accordance with second paragraph of Rule 99."

⊙RULE 102-A. Is revised to read:

"When part of a train is left on main track by night, or by day where the view is obscured, two torpedoes must be placed on the rail two rail-lengths apart, one-fourth mile in advance of the rear part of the train, to warn enginemen, and by night a white light must be placed on the front of the rear part of the train. When circumstances require, a flagman must protect engine when returning."

⊙RULE 206. Second paragraph will not apply to SD&AE and T&NO engines.

RULE 211. Form N train order may be issued to authorize lowering of train-order signal arm twice and its return to stop position as a calling-on signal, at stations where letter type indicator for display of letter "M" is not installed, and such operation of the signal will be an indication to an approaching train that orders are to be delivered which will authorize movement to the next station at least, against and ahead of, all superior trains. Engineer must acknowledge this calling-on signal by sounding signal 14(b), and will proceed on main track to receive orders.

If train is delayed between the time of acknowledging the calling-on signal and receipt of train orders, protection by flagman against any superior train must be provided.

Operation of the signal in above manner is prohibited unless operator has received Form N train order, and provided time limit named in the order has not expired.

RULE 283. Movements governed by semaphore type diverging route signals displaying "Proceed on Diverging Route", Figs. A and B, must be made with caution.

RULES 281 and 285. Movements against the current of traffic governed by semaphore type dwarf signals displaying "Proceed", Fig. E, Rule 281; or by light type dwarf signals displaying "Proceed not Exceeding Medium Speed", Fig. G, Rule 285, must be made with caution and position of switches observed.

RULE 505. AUTOMATIC BLOCK SIGNAL SYSTEM

PUSH BUTTONS

Where signal protection is provided for movements from an adjacent track to main track, push buttons and lights are installed in box near each of the two signals, with time-release feature, to clear signals on one track when the control circuit on the other track is occupied.

Train on main track to let train on siding pass may clear signal on siding by pressing button bearing number of signal on siding until light appears. Train on siding to let train on main track pass should not pass Approach Circuit sign, but when necessary to do so, may clear signal on main track by pressing button bearing number of signal on main track. Further instructions posted inside push button box.

ELECTRIC SWITCH LOCKS

Where electric switch locks are installed, lock box door must not be opened if movement is to be made into a track leading from main track until engine or car is standing within 150 feet of the switch; or if movement is to be made from such track, or through a crossover to a main track, until block indicator indicates block clear on opposite track. Within CTC limits train dispatcher's permission must also be obtained before lock box door is opened.

After lock box door is opened lock lever cannot be moved to opposite position to release switch for hand throwing until indicator in lock box indicates "Unlocked".

Lock lever must not be returned to locked position until all movements over the switch are completed, switch returned to normal position and locked. Within CTC limits train dispatcher must also be notified by telephone when completed.

When block indicators indicate "block occupied," instructions posted inside lock box for operation of push button to start time-release must be complied with if movement is to be made to main track while approach circuit is occupied by another train, in addition to providing flag protection when necessary

Emergency lock release to be used only in case of electrical or mechanical failure, as indicated by failure of time-release to function after several minutes. When necessary to break seal on emergency lock release, train dispatcher must be notified immediately, and movement made only after flag protection provided on both tracks.

Low type electric locks, such as are applied direct to lever of hub type switch stands function as above except that removal of switch lock has the same effect as opening the lock-box door.

After removing lock from staple of electric lock, if indicator on electric switch lock does not indicate "Unlocked", push button on adjacent cast iron box protected with cover and locked with switch lock, should be depressed to illuminate light near push button. After time interval of from four to five minutes indicator on electric switch lock will indicate "Unlocked".

RULE 535. SPRING SWITCHES

Maximum speed for trailing movement when the spring is to be actuated, and maximum speed for facing movement with switch points in normal position, as indicated in Speed Restrictions tables must not be exceeded.

RULE 760. CENTRALIZED TRAFFIC CONTROL

When an absolute signal displaying stop indication is equipped with unit for displaying flashing yellow light, stop must be made within 100 feet in approach to signal before flashing yellow light can be displayed.

⊙**RULE 772 (a).** Is revised to read:

"Work limits and clock time limit must be obtained from the train dispatcher, and dual control switch machine must be placed in hand position and locked, whether switch is to be thrown or not, and it must not be again placed in motor position until switching or work has been completed. Signals governing movements within the limit specified by train dispatcher will then display stop indication, and signals may be passed without stopping. Protection by flagman will not be required in either direction within the work limit and time limit. All movements must be made with caution, and if work is not completed within the time limit specified, extension must be obtained from train dispatcher. If the track is cleared and selector lever restored to motor position and it is again desired to use the dual control switch or foul main track, new authorization must be obtained."

⊙**RULE 774.** Is revised to read:

"After permission is obtained from the train dispatcher, switch must be placed in hand position in the following manner:

(a) Unlock switch lock.

(b) Move selector lever from position marked 'Motor' to position marked 'Hand'.

(c) Operate hand-throw lever back and forth until switch points are seen to move with movement of lever, then line switch for route to be used and check points to see that they fit properly.

(d) After movements over switch have been completed, switch must be restored to position in which originally found, then restore selector lever to position marked 'motor' and secure with lock. The selector and switch levers must not be forced. They will move easily when properly in mesh, although some manipulation of first one and then the other may be necessary to get them in proper mesh."

⊙**RULE 776(b).** Is revised to read:

"If desired movement requires that position of switch be changed, or if light on control machine is not illuminated (which would indicate that dual control switch is not locked), train dispatcher must not authorize movement except by requiring that switch machine be placed in hand position before the movement, and that it be returned to motor position after movement over the switch is completed. Dual control switch must be hand thrown for movement if required. Member of crew must notify train dispatcher when selector lever has been returned to motor position. Movement must not exceed restricted speed to the next signal."

GENERAL REGULATIONS

RULE 821. Speed of equipment over inundated tracks must not exceed 3 MPH, and the depth of water above top of rail must not be more than the following:

Diesel engines	3 inches
Passenger cars and steam engines equipped with roller bearings	6 inches
Other passenger cars and steam engines	12 inches

During sand or dust storms or in foggy weather sound whistle frequently.

⊙**RULE 824.** When trains or yard drags are left standing in yards, a sufficient number of hand brakes must be set on the lower end to properly secure cars.

At Indio, Colton, and in A, C, Midway, Bull Ring, Cornfield and Aurant Units of Los Angeles Yard, not less than six hand brakes must be set on lower end when cars are left standing except when less than six cars all hand brakes must be set. Such brakes must be sucurely applied, using standard brake club to set staff brakes.

When necessary to release hand brakes to move a portion of the cars the same number of brakes must be set on remaining cars.

Conductor will be held responsible for compliance with the above, unless relieved by yardmaster or his representative, who must identify himself and be present at the train on which brakes are to be applied when train crew leaves it.

⊙Portable rail skids are provided at lower end of tracks in B unit of Los Angeles Yard and in addition to placing one rail skid on track, a sufficient number of hand brakes must be set to properly secure cars. Not less than two hand brakes must be set on lower end when cars are left standing except when only one car one hand brake must be set. Such brakes must be securely applied using standard brake club to set staff brakes.

RULE 827. On DF class engine head brakeman will ride in cab of lead unit.

Trainmen must remain with their train until it stops on designated track in yards.

RULE 833. Rail, pipe, poles, tanks, structural steel or similar lading must not be handled on or off open top car on track adjacent to main track when other track available.

⊙**RULE 837.** When spotting cars at industries or making movements into spur tracks protected by gates, safety stop must be made one car-length or at least 40 feet from gate.

⊙**RULE 872.** Second paragraph is cancelled.

AIR BRAKE RULES

RULE 3. Standard brake pipe pressure on Nos. 373, 374 and 370 is 90 pounds.

⊙On diesel engines of DP-5, 6, 8, 9, 10 and 11 classes the safety valve in the discharge pipe must be set at 185 pounds.

⊙**RULE 13.** Should all power units of a diesel engine running light or while handling train become inoperative on a grade, light engine or train, after stopping, must be immediately secured with hand brakes and engine wheels secured by blocking or chains.

FREIGHT TRAINS

RULE 22. Trainmen must not couple air hose on outgoing freight train at Santa Barbara, Colton and Indio until train is made up and caboose on the train. Coupling the caboose to the rear of the train is an indication that the train is made up and yardmen have completed their work. Yardmen must not perform switching on, or couple other cars to a train on which the caboose has been attached, without instructions from yardmaster, who will arrange to notify members of train crew in advance.

Terminal test outlined in this rule, after having been made at originating terminal on through freight trains, will not be made at intermediate terminal Santa Barbara, Colton, or Indio, except when cars are added to the consist. Instead test will be made as outlined in Air Brake Rule 25, Rear End Test. Changing crews, caboose, and/or engine will not necessitate terminal test outlined under Air Brake Rule 22.

RULE 25. After terminal test outlined in Air Brake Rule 22 has been made at originating terminal, Rear End Test outlined in Air Brake Rule 25 will be made at intermediate terminal Santa Barbara, Colton and Indio on freight trains moving through without cars being added to the consist or on which only crews, caboose and/or engine, may be changed. Under these conditions, rolling inspection by trainmen will be made on freight trains arriving and leaving the intermediate terminal.

TRAIN HANDLING

⊙**RULE 60.** On freight train handled by diesel engine and using dynamic brakes, before entering or leaving siding, turnout or crossover on descending grade between Colton and Salvia, except at Beaumont, Pershing or Palm Springs, dynamic braking force must be reduced to one-half of the maximum, and if necessary automatic brakes applied sufficiently so that speed will not exceed 15 MPH while engine is moving between points 500 feet before reaching, and 1500 feet after passing, the turnout or crossover.

SPECIAL INSTRUCTIONS—ALL SUBDIVISIONS

MISCELLANEOUS

4. Pushing trains out of yards:

(a) Engines must not be placed behind a wooden underframe caboose or other wooden underframe equipment.

(b) Engines weighing more than 330,000 lbs. on the drivers must not be placed behind steel underframe cabooses.

(c) Air must not be coupled through the pusher engine.

(d) Knuckle must not be removed, or closed, or cutting lever temporarily fastened in release position on a pusher engine, as means of preventing coupling being made.

5. Helper service:

(a) Helper engines must not be placed behind wooden underframe cars or wooden underframe cabooses.

(b) Engines weighing more than 330,000 lbs. on the drivers must not be placed behind steel underframe cabooses.

(c) Not more than one helper engine will be placed behind steel underframe cabooses.

⊙Only one helper may be placed on head-end, except that two AC class engines must not be placed on head-end of any freight train. When additional helpers are required, they will be placed back in train and cut in ahead of any lightly loaded or empty cars or cars of wooden frame construction unless 50 percent of engine rating of helper is placed behind. When practicable helpers should be placed behind a loaded car.

⊙Helper or doubleheader engines must not be placed on head end of freight trains powered by DF-1 to 12 class engines.

Air will be cut in on all helper engines, and engine must not be cut off when train is in motion.

When used as helpers in rear of train, not more than two steam engines shall be coupled together, except that AC class must not be coupled together. When engines are coupled together, larger engine shall be placed ahead of smaller engine. Additional helpers, if required, and not to exceed two coupled in each case, shall be separated from other helpers by at least 15 cars.

⊙When used as helper in rear of train, DF-1 to 12 class engine with over two units operating, will be cut in, as near as practicable, with 50% of engine rating of helper behind; except that helper is not to be cut in more than 20 cars ahead of caboose.

With two-unit DF class road engine, steam helper engine or engines will be cut in, as near as practicable, with 50% of engine rating of helper behind; except that helper is not to be cut in more than 20 cars ahead of caboose.

⊙In freight helper service DF-1 to 12 class engine must not be coupled with any class steam engine.

⊙In passenger helper service, DF-1 to 12 class engine of not more than two units may be coupled ahead of steam road engine, but steam engine may be coupled ahead of DP or DF-1 to 12 class road engine.

⊙When steam engine is coupled next behind diesel engine on the head end of either a freight or passenger train, dynamic brakes must not be used.

Helpers must not be operated backing except in emergency, and in such case engines should not push through a backing engine if it can be avoided.

Helper engines coupled in middle or rear of train must be cut off from forward portion before taking water. On grades road engine and helper must not be cut off from train at the same time without hand brakes being securely set.

Two diesel engines, or one diesel and one steam engine may be coupled when running light, except in territory where doubleheading of engines is restricted in timetable. Diesel engine with dynamic brake operating must be placed ahead.

10. Engines equipped with pilot plow, except Mt and GS class, are prohibited from entering LAUPT, account impaired platform clearance.

29. Movements between SP puzzle switch at UPRR throat, from Mission Road coach yard to switch No. 105, opposite Emergency hospital, Alhambra roundhouse, must be made via Balloon, and all movements in opposite direction must be made via Pocket (UPRR connection), unless arrangements are made between operator Mission Tower and switchtender at SP puzzle, UPRR throat, or yardmaster Mission Road coach yard in absence of switchtender.

Movements over UPRR tracks between AT&SFRy overhead bridge 2606 feet east of Dayton Ave. Tower (East Bank line) and connection switch Butte St. yard at Santa Fe Ave. 3550 feet west of Butte St. Jct., are governed by UPRR rules, timetable, special instructions, and bulletins.

Employes using UPRR tracks within Los Angeles terminal area are required to have copy of and be conversant with current UPRR rules.

Employes operating on tracks of Los Angeles Union Passenger Terminal are subject to rules of that company and are required to have copy and be conversant with current rules and regulations of LAUPT.

⊙SPEED RESTRICTIONS FOR ENGINES: Maximum speed shown below is subject to further restrictions applicable to certain territories as shown in Speed Restrictions for Trains:

NOMINAL CLASS	RUNNING FORWARD		RUNNING BACKWARD WITH TRAIN OR LIGHT
	WITH TRAIN	LIGHT	
AC	60	55	25
C	40	40	30
DF-1 to 12, except	55	55	*30
Units 6191 to 6193, 6203, 6207, 6208, 6210, 6214 to 6218, 6223 to 6228, 6232 to 6239, 6242, 6249, 6342, 6343, 6347, 6349, 6356, 6362, 6372 to 6380, 6394, 6396, 6398, 6399, 6402 to 6405, 6407, 6411 to 6423, 6426, 6440 to 6449, 6452 to 6455, 6458 to 6461, 8080, 8081, 8090, 8093, 8107, 8108, 8110, 8111, 8114 to 8119, 8122 to 8125, 8139, 8143, 8144, 8148, 8149, 8197, 8199, 8219, 8225, 8243, 8262 to 8264, 8267, 8274, 8276, 8278 to 8286, 8288 to 8297, 8299, 8300, 8302, 8303	65	55	*30
Units 6190, 6202, 6450, 6451, 6456, 6457, 8091, 8092, 8102, 8103, 8106, 8109, 8298, 8301	70	55	*30
DF-100, 114 to 120	65	55	55
DF-101 to 112	60	55	55
DF-200 to 204	55	55	55
DF-300 to 304	65	55	55
DF-500, 501	65	55	55
DP	79	70	*30
DS-1, 4, 5	45	45	45
DS-2, 3, 6, 7, 8	60	55	55
DS-100 to 108, 110, 111, 113 to 115, 117, 118	60	55	55
DS-109	65	55	55
DS-200, 201	35	35	35
F	50	50	30
GS	75	55	30
M	50	50	25
Mk-2, 4	40	40	30
Mk-5, 6, 7, 8, 9	50	50	30
Mk-11	35	35	30
Mt	35	35	25
P-1, 3, 4, 5 (T&NO), 6 (2453)	65	55	30
P-6 (2454, 2458), 7, 8, 10	75	55	30
S, SE	20	20	20
SP	55	55	30
T-1, 23, 28, 31	50	50	30
T-32	60	55	30
TW	40	40	30
T&NO DF-4, 9 (338 to 357)	65	55	30
Any engine not listed	35	35	25

*When on head end of train or running light and engineer is in other than leading control cab in direction of movement.

Steam engines operated in backward motion, and DF and DP class engines operated with engineer in other than the lead unit in direction of movement, must not exceed 30 MPH on all curves and 20 MPH when approaching highway or street crossings at grade.

Steam engines coupled tender to tender must not exceed speed permitted same engines running light backward.

SPECIAL INSTRUCTIONS—ALL SUBDIVISIONS

Maximum speed of engines under following conditions, running under own steam, or hauled in train:

When all weight has been removed from any one pair of drivers	20 MPH
When all weight has been removed from only one wheel of any pair of drivers	30 MPH
When engine truck is removed	20 MPH
When main rod only is removed	30 MPH
When side rod only is removed	30 MPH
When both main and side rods are removed	20 MPH

Dead or disabled engines, and equipment listed in timetable which requires movement at reduced speed must first be reported as ready to move to the chief train dispatcher, who will designate the train in which the engine or equipment is to be moved. Any such engine must not be handled in train until train-order designating maximum speed is issued.

Maximum speed of trains handling dead engines of S or SE class 20 MPH; other steam engines 40 MPH; and diesel engines the speed shown for same engine running forward light.

When a diesel locomotive is derailed, attempt to rerail it must not be made unless an officer or supervisor of the Mechanical Department (or in their absence other qualified officer) is present.

⊙Dead locomotives, either steam or diesel, hauled in train and weighing 150,000 lbs. or more on the drivers should be placed with from 8 to 15 cars between it and engine handling train. If weight on drivers is less than 150,000 lbs., dead locomotive should be placed near rear of train. Dead road locomotives should be headed in direction of movement when possible.

Unless otherwise restricted, two dead road locomotives may be coupled together for movement. When necessary to separate them, or when an S or SE class and a road locomotive are moved dead in train, a steel underframe freight car must be placed between them, and S or SE class locomotive entrained with tender ahead.

Movement of foreign line engines, in service or dead in train, must not be authorized until provisions of current Line Clearance Circular have been complied with.

MAXIMUM SPEED PERMITTED WITH CERTAIN EQUIPMENT	MPH MAIN TRACKS OTHER THAN BRANCHES	MPH MAIN TRACKS ON BRANCHES
Cars and loads with height, width or weight greater than maximum shown in Line Clearance Circular (when movement is authorized)	40	25
⊙Double or triple loads	40	25
Scale test cars	40	30
Cars with arch-bar trucks	40	30
Steel pile-drivers	40*	30*
Relief outfits with steam derrick, except:	35*	25*
(Relief outfits 7014 and 7025 must not be operated on any branch, except may be operated on Santa Paula Branch provided an empty 50-foot car is placed between crane and engine; and may be operated on San Pedro Branch to MP 504; on Santa Ana Branch to MP 492; on Burbank Branch between Burbank and Canoga Park; and Puente Branch)		
Power shovel on own wheels	35*	25*
Ditchers on own wheels, except:	35*	25*
SPMW-4044	25*	25*
Car-top ditchers, if blocking and tie-down cables are removed	35*	25*
K&J, Western, and Oliver, pedestal or center-hinged air-dump cars	35*	25*
Locomotive cranes:		
With boom disconnected, heavy end forward	35*	25*
With boom disconnected, light end forward	20*	15
With boom in place, either end forward	25*	15
Rotary snow plows	25	15

*These speeds must not be exceeded, and on curves where authorized speed is more than 15 MPH speed must be reduced to 5 MPH less than shown in timetable and on speed boards.

OTHER MAXIMUM SPEEDS	MPH PASSENGER TRAINS	MPH FREIGHT AND MIXED TRAINS
Foreign steel-wheel cars not equipped with high speed trucks	60	*55
Trains of deadhead equipment, with caboose	55	..
Passenger trains, with caboose	55	..
Engine and caboose only, except:	..	55
must not exceed speed for same engine running forward light.		
Engine,flanger and caboose only, except:	..	40
On curves	..	30
Logs loaded on flat or logging cars, except:	..	25
On curves	..	20
Through truss bridges, tunnels, and passing stations	..	15

*60 MPH permitted when handled in CME, CMW or AON.

All cars handled in passenger trains must be equipped with steel-tired or all-steel wheels. Cars not so equipped must move in freight trains, passengers if any, to move on passenger trains.

Passenger carrying cars, baggage, express and other head-end cars, unless equipped with steel center sills and steel platforms must not be handled in passenger trains except on authority of Superintendent.

When foreign steel-tired or all-steel wheel cars are picked up at points where no car inspectors are on duty, conductor must contact train dispatcher to determine applicable speed restriction for the movement.

Freight cars must not be handled behind occupied passenger carrying cars, except in mixed trains in military or naval movements.

Baggage, express, mail, refrigerator or other head-end cars must not be handled on rear of passenger trains unless trainmen can pass through them.

When moving against current of traffic, or when movement is not protected by block signals, speed of passenger trains must not exceed 50 MPH, and speed of freight trains and light engines must not exceed 40 MPH, nor may speed exceed that applying to normal operation. Unless proceed signal received, or it is known that warning devices are operating, such trains and engines must stop approaching road crossings where automatic warning devices are installed, and may proceed after member of crew protects crossing.

When train-order is received indicating that main track is out of service and that trains are to be detoured through a siding or other track, or over a shoofly, necessitating a reduction in normal train speed, signal 16(f) must be sounded on passenger trains one mile before reaching point where train must reduce speed, which must be acknowledged by whistle signal 14(g).

SPECIAL INSTRUCTIONS—VENTURA SUBDIVISION

⊙**RULE 10-J.** Round yellow speed signs indicate the speed restrictions applying to COAST DAYLIGHT and STARLIGHT with DP, GS, Mt, P-7, 8, 10 class engines.

Speed signs to left of track:

Eastward	Reading	Westward	Reading
MP 398.47	65-50	MP 440.90	60-40
		MP 462.40	75-70-50

RULE 14 (d). As specified below, — — — — o sounds will be indication that flagman may return from west:

Saugus	on Santa Paula Branch.
Burbank Jct.	on Northridge line.
Burbank	on Burbank Branch.

RULE 14 (e). As specified below, — — — — — sounds will be indication that flagman may return from east:

Ventura Jct.	on Ojai Branch.
Montalvo	on Santa Paula Branch.
Chatsworth	on Burbank Branch.

RULE 14 (m). Whistle will not be sounded one mile before reaching stations between Los Angeles and Burbank Jct.

RULE 93. Yard limits in which the provisions of Rule 93 will apply, are established at the following points:

West MP		East MP
369.16	Santa Barbara	373.71
397.13	Ventura	400.50
	" (Ojai Br.)	398.16
406.61	Oxnard	409.12
446.06	Chatsworth (Burbank Br.)	446.35
⊙453.00	Raymer	457.30
462.32	Los Angeles (Coast line)	
471.20	" (Saugus-Alhambra line)	488.69
466.19	" (Burbank Br.)	
	" (Pasadena Br.)	488.24
	" (San Pedro Br.)	489.90
	" (Santa Ana Br.)	489.99
402.94	Montalvo (Santa Paula Br.)	404.83
423.54	Fillmore	425.62
412.57	Santa Paula	416.53
449.37	Saugus	451.64
448.17	" (Santa Paula Br.)	

Yard limit boards located to left of track:

Eastward on Saugus line, Burbank Jct.

Santa Barbara. Eastward trains must receive proceed signal from yardman, green flag or green light, before entering any yard track.

Los Angeles. Flashing white light signal on mast of signal instrument case on drill track just west of Fletcher Drive, normally dark. Trains on drill track remain west of Fletcher Drive until flashing white light signal received to enter Los Angeles yard.

Mars type revolving red light on post 400 feet east of Fletcher Drive crossing, when displayed, indicates approach of eastward movement on Glendale lead to enter "A" unit.

When light so displayed no movement must be made on east or west freight lead or other tracks to interfere with such movement.

Westward trains, before entering "A" unit, Los Angeles Yard must not foul adjacent track until proceed signal is received from switchtender.

Westward trains leaving the yard will stop to clear adjacent track at west end of "A" unit unless proceed signal is received from switchtender, green flag by day, green light by night.

RULE 98. Cars must not be kicked or shoved over railroad crossings not protected by interlocking, unless movement is properly protected.

Trains and engines must approach with caution, and may move over following crossings without stopping, if crossing clear and no movement approaching on intersecting line:

Los Angeles—AT&SFRy industrial track over Gladding McBean spur, Wilson spur, and Eureka Supply spur.

RULE 99-C. Will apply on Santa Paula and Burbank Branches.

⊙**RULE 103-A.** Automatic crossing gates:

Following crossings protected by gates with control circuits located within short distance of crossings.

Crews of trains or engines making stop, reverse movements, movements against the current of traffic or from yard tracks over crossings, must know that gates are down and crossings clear of vehicular traffic before entering crossings.

Station	Location	MP
*Burbank	Alameda Ave.	472.8

*When necessary to cut crossing cars must not be left within fifty feet of either side of crossing and before coupling train gates must be lowered manually by inserting switch key in receptacle on gate standard and turn one-half turn to right and leave key in this position until gates have lowered and movement has entered crossing.

⊙**Hewitt:** Westward freight trains with switching to perform must leave train east of Lankershim Blvd. underpass, MP 458.60, and when switching, on other than main track, switches must be lined for main track to avoid continuous operation of automatic warning device and traffic control signals at Laurel Canyon Blvd., MP 458.10.

Oxnard: Derails on either side of Fifth St. on drill track must not be kept lined for movement, nor track between them occupied longer than necessary, to prevent excessive operation of crossing signal.

Santa Barbara. Rear brakeman on westward trains stopped with rear car near Helena St. must remain behind train to protect traffic while slack is being taken in starting train. After starting train must move slowly until proceed signal is received, to permit brakeman to entrain.

Burbank: Cars must not be left standing on tracks within 100 feet of the following crossings: Burbank Boulevard, Magnolia Ave., Olive Ave., Verdugo Ave., Alameda Ave., except cars may be spotted for service at Supermatic Products Corp., S. E. corner of Verdugo Ave. and SP tracks; Andrew Jergens Soap Co., S. W. corner of Verdugo Ave. and SP tracks; W. E. Kier Construction Co., N. E. corner Alameda Ave. and SP tracks; on Team Track, most northerly track crossing Olive Avenue.

Trains must stop and traffic on highway be protected by member of the train crew over the following street crossings:

Limco: Telegraph road on Limoneria spur.

Public Utilities Commission orders require that trains and engines must stop, and member of crew protect traffic on the following street or highway crossings before movement is made:

*Edison spur, MP 446.2 (Santa Paula Br.) .... Over Telegraph road.

*Movements to be made only during daylight hours.

Industrial . . Over Fletcher Drive on Van de Kamp spur.

RULE 104. The normal position of rigid switches at junction points is as follows:

Ventura Jct.	Ojai Br., for Ventura line.
Montalvo	Santa Paula Br., for Ventura line.
Chatsworth	Burbank Br., for siding.
Burbank	Burbank Br., for drill track.
Saugus	Santa Paula Br., for westward siding.
Ventura	Inside crossover switch west end team track, must be left lined for the straight track.

Santa Barbara: Point derail installed at fouling point of east roundhouse lead on ocean side, used as diesel storage track, and derail must be lined to protect against any unauthorized movement into the track.

Raymer: Derail on G. M. track 7 electrically locked. Fisher Body Plant Protection Department must be notified to release derail before it can be thrown.

Derails in main track:

Ojai—6 feet west of initial switch.

RULE 107. Glendale: When westward passenger train is standing, eastward passenger train must not make station stop until westward passenger train has cleared the station.

Station train indicator at MP 476.40 will display red light illuminating the word "Train" when westward track at station at Glendale is occupied; and white light illuminating the word "Clear" when westward track at station at Glendale is unoccupied. When necessary to stop, stop must be made 500 feet west of Los Feliz Blvd., to permit gateman to release highway traffic.

RULE 306. The following block signals equipped with triangular plate displaying the letter "P" have included in their control limits some special protective device:

Eastward Signal	Protection	Westward Signal
P-3720	Spring switch, end double track, Santa Barbara	P-3723
P-3722	Spring switch, east end freight lead, Santa Barbara	
P-3774 P-3776	Spring switch, east end siding, Ortega	P-3775
P-3844	Slide detector fence, MP 385.1	P-3853
P-3872	Slide detector fence, MP 387.2—MP 387.8	P-3885
P-4086 P-4088	Spring switch, east end siding, Oxnard	P-4089
P-4170 P-4172	Spring switch, east end siding, Camarillo	P-4173
	Spring switch, east end siding, Moorpark	P-4275
⊙P-4376 P-4378	Spring switch, east end siding, Santa Susana	P-4377
	Spring switch, east end siding, Hasson	P-4411
P-4452	Spring switch, west end siding, Chatsworth	

RULE 505. AUTOMATIC BLOCK SIGNAL SYSTEM

Eastward trains leaving end of double track from westward main track at East Santa Barbara will be governed by Signal P-3720.

Eastward trains taking siding at Camarillo, and westward trains taking siding at Oxnard, must see that switch is lined to enter siding before passing home signal.

RULE 535. SPRING SWITCHES

Spring switches equipped with facing point locks are located as follows:

Location		Normal Position
East Santa Barbara	End of double track	Westward track
East Santa Barbara	East end freight lead	Main track
Ortega	East switch of siding	Main track
Oxnard	East switch of siding	Main track
Camarillo	East switch of siding	Main track
Moorpark	East switch of siding	Main track
⊙Santa Susana	East switch	Main track
Hasson	East switch of siding	Main track
Chatsworth	West switch of siding	Main track

RULE 605. INTERLOCKING

Burbank Jct. Tower.

To siding, o o o o o.

To industrial lead, o — o.

Upper unit of three-unit interlocking signal at east interlocking limit on westward main track governs movement on main track to Mojave Subdivision. Center unit governs movement through crossover to Ventura Subdivision. Lower unit governs movement to Valley siding and Coast siding.

Upper unit of two-unit semi-automatic signal at west interlocking limit governs movement to eastward main track. Lower unit governs movement against current of traffic through interlocking limit, and also to General Water Heater spur.

⊙Westward freight trains of over 30 cars, except CMW and VMW, must stop before fouling Providencia Ave., Burbank, (MP 472.5), unless Signal 4723 displays green aspect, cutting crossings if blocked by train. Forward brakeman must go to telephone just east of Signal 4723 and communicate with signal operator Burbank Jct. Tower. If signal displays red aspect and authorized by signal operator to proceed, comply with Rule 509 or 510 as the case may be.

Glendale Tower.

⊙Eastward freight trains held at Glendale Tower, and having Los Feliz Boulevard crossing cut, will, after receiving "Proceed" interlocking signal, couple up the crossing and during coupling operation may expect Glendale Tower to permit traffic, including electric cars, to cross the tracks. As soon as train is recoupled and air pumped up, engineer will sound whistle 14(b). Glendale towerman will then place interlocking signal in "Proceed" position.

Dayton Ave. Tower. To Glendale or East Bank line,—.
To River Station Tower or "C" unit, o o o o o.
To Midway unit No. 1 track, o — o; other tracks or freight lead, — o —.
For movement against current of traffic, — o o o o.

One long sound of tower air whistle requires all movements through plant to stop immediately and remain standing until authorized by signal operator to resume movement.

Mission Tower. To LAUPT, o —.
To Alhambra or Naud Jct., east or west on East Bank line, —.
To Roundhouse, — o — o.
To River Station Tower or AO spur, o o o o o.
To Brewery spur or Lacy Manufacturing Co., o o o —.
To Coach yard, o o o o —.
To Wilson Packing Co. lead, — o.
To or from East Bank line or Alhambra, o — o o.
To Alhambra Ave. Coach yard lead, o o — o.
To Naud Jct. from East Bank line, o o — o o.
Against current of traffic, — o o o o.

Signal just west of tower building and adjacent to track 55 has white disk attached to mast. Signal is to right of two converging tracks, and governs movement on either track.

Following addition to Rule 663 (b) applies at Mission Tower, "Upon receiving oral authority of signal operator or signal maintainer."

Signs bearing words "Clearing Section" located as follows:
200 feet west of Signal Bridge No. 3 on the East Bank line.
200 feet west of signal on eastward passenger track from East Bank line to LAUPT via Alhambra Ave.
200 feet east of first signal east of UPRR crossing on westward Alhambra Ave. main tracks.
200 feet east of first signal leaving Coach yard.

Trains or engines stopped by these signals will stop with head end between "Clearing Section" sign and signal, except, freight trains or switching drags only on East Bank line will remain west of Main Street when stopped by signal.

One long sound of tower air whistle requires all movements through plant to stop immediately and remain standing until authorized by signal operator to resume movement.

RULE 705. LETTER TYPE INDICATORS

Indicators located as follows:

Illuminated Letter	On Signal	Approaching	Authorizes and Requires Movement as Follows
M	4256	Moorpark	Proceed to east end siding.
S	4256	Moorpark	Enter siding.
M	4285	Moorpark	Proceed to west end siding.
S	4285	Moorpark	Enter siding.

GENERAL REGULATIONS

RULE 825. Portable rail skids are hung on posts at lower end of siding at Ortega, Lagol and Hasson.

When necessary to leave cars on these sidings, permission must first be obtained from chief train dispatcher, after which rail skid must be placed on rail and leading wheel of first car in descending direction run onto the rail skid, and hand brakes set if brakes are operative, before engine is detached. Trains picking up cars from these sidings must remove rail skid and return it to proper post and lock it in place with switch lock.

Hasson: When necessary to double to Hasson, after first portion of train is secured with hand brakes, member of crew must remain with first cut while return for second cut is being made.

Santa Barbara: Cars placed on passenger station house track must be protected with skid. When skids are not in use they must be returned to proper location.

Ventura: Cars placed on house track west of station must be protected with skid. Trains picking up cars must remove skid from track and return and lock to hanger on light post 70 feet west of station.

RULE 827. Regular passenger trains making station stop at Santa Barbara will approach at not to exceed 8 MPH to allow forward brakeman to detrain on station side where rear of train will stop. He will then make running inspection, then walk length of train on opposite side, making standing inspection, giving careful attention to running gear and journal boxes, and entrain on station side.

At Santa Barbara, brakemen called for extra sections of first-class schedules and extra passenger trains will station themselves to make running inspection both sides of train as train arrives. Forward brakeman then walk forward on station side making standing inspection.

Trainmen must not ride on top of train while passing through Tunnel 26 between Hasson and Chatsworth.

On freight trains between Saugus and Montalvo; Ventura Jct. and Ojai; and Burbank and Chatsworth via Van Nuys, a member of crew must observe track to rear of train for evidence of derailment or any other condition requiring immediate stopping of train.

RULE 830. Oxnard: Road crossing 1670 feet east of west switch, track 20 to American Crystal Sugar Co. must be kept clear.

Santa Barbara: No. 373 will stop in yard clear of all street crossings. Engine will be detached to take water.

RULE 874. Tank heaters on engines must be turned off on eastward trains at Station One Mile sign west of Hasson; and on westward trains at Chatsworth.

AIR BRAKE RULES

PASSENGER TRAINS

RULE 38. Rear end air test need not be made at Santa Barbara on through trains if continuity of brake pipe is not disturbed. Incoming engineer will apply brakes when stop is made, and outgoing engineer will release them. Running test must be made immediately after leaving terminal.

RULE 39. Running test must be made immediately after leaving Los Angeles terminal.

At Santa Barbara running test on westward trains must not be made until rear of train has cleared station platform.

MISCELLANEOUS

1. Water supply at Moorpark and Chatsworth for emergency only. Take only sufficient water at Moorpark to make Chatsworth or Oxnard. Eastward freight trains taking water at Santa Paula stop west of Tenth St. (at station) and cut off engine to take water. Freight trains taking water at Chatsworth must not block Devonshire Ave. crossing.

Moorpark: Twelve inch column valve under water tank is locked. If necessary to take water, see column valve relocked and key returned to agent.

10. Engines listed must not operate on tracks shown below:

Class of Engine	Restricted Tracks
⊙DP, DF, Mk, Mt, GS, F, SP, AC, P-8, 10	Santa Barbara—In old yard; Caboose track; Team track behind freight house.
“	Summerland—House track beyond 770 feet from switch.
“	Ortega—Oil spur beyond 800 feet from switch.
“	Capinteria—Outfit spur.
“	Ventura Jct.—Associated Oil spur.
“	Ventura—Standard Oil spur.
“	Oxnard—Old SP Milling spur; In yard of American Crystal Sugar Co. beyond following points: Tracks 1 and 2, opposite scale house; Track 7, first switch at scale house; Tracks 8 and 9, 175 feet beyond switch between such tracks; Tracks 18 and 19, one engine length beyond first crossover between such tracks; Tracks 20, 21 and 22.
“	Leesdale—Team track beyond fouling point.
All engines	Oxnard—Track 3 and crossover between tracks 19 and 20 in American Crystal Sugar Co. yard.
⊙DP, DF-1 to 12, 109, 111, 114, DS-103, 109, 113, 114, Mk, Mt, GS, F, SP, AC, P-8, 10	Santa Barbara—Swamp track.
“	Ventura—Peoples Lbr. Co.; Citizens Mill and Lbr. Co.
“	Simi—Spur.
⊙DP, DF-1 to 12, 109, 111, 114, M-8 to 10, T-1, 8, 9, 32, P-6 to 10, C-18, 19, Mk-7 to 11, Mt, F, GS, SP	Raymer—G.M. tracks 4, 5, 6 and 7.
⊙AC, SP, Mt, GS, P-8, 10	Limoneria—Spur.

Chatsworth: All engines may use Burbank Branch from Chatsworth to 1000 feet from junction switch.

Engines weighing over 200,000 pounds on drivers must not be double-headed on Santa Paula Branch.

Watch for falling rocks between MP 384.75 and MP 385.25 (between Wave and Punta) and be prepared to stop if material observed falling from bluff.

Watch for high water at Bridge 427.40, one-half mile west of Cavin on Santa Paula Branch. Approach with caution, looking out for obstructions on track, stopping if necessary to make examination before proceeding.

⊙11. Load limit (car and contents):

Santa Barbara-Los Angeles	251,000 pounds
Ventura Jct.-Ojai	210,000 pounds
Montalvo-Saugus	210,000 pounds
Chatsworth-Burbank via Van Nuys	210,000 pounds

Unless authorized by Superintendent, heavier loads must not be handled.

27. Should a passenger train, irrespective of the type of power being used, be stopped in a tunnel, air conditioned cars within the tunnel must immediately have the air conditioning systems, including ice engines and engine generators, shut off, fresh air intake shutters closed, and blower fans shut off.

Should a diesel-powered train be stopped with the engine in a tunnel and it is found that, in the case of a passenger train it cannot be moved within five minutes after stopping, and in the case of a freight train it cannot be moved within a reasonable length of time, trainmen and enginemen must take necessary precautions to prevent movement. Independent brake and sufficient hand brakes must be immediately applied. Engine wheels must be secured by blocks or chains, and power plants and steam generators, if any, on diesel engine shut down.

LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE ON MAIN TRACK AND SIDINGS

MP	Location	Description	
396.61	West of Ventura Jct.	N. Fork Ventura River, bridge	Side
396.87	West of Ventura Jct.	Ventura River bridge	Side
408.0	Oxnard	Water column	Side
441.2	East of Hasson	Tunnel 26	Overhead
442.9	East of Hasson	Tunnel 27	Overhead
443.9	East of Hasson	Tunnel 28	Overhead
415.0	Santa Paula	Water tank	Side
415.4	East of Santa Paula	Santa Paula River bridge	Side
423.0	West of Fillmore	Sespe Creek bridge	Overhead & side
432.2	East of Piru	Piru Creek bridge	Overhead & side

SPEED RESTRICTIONS FOR OTHER THAN MAIN TRACKS	With Caution Not Exceeding MPH
Through sidings, yard and other tracks, wyes, balloon tracks, crossovers and turnouts, except:	15
Through slip switches	10
Through turnouts on other than sidings	10
Through all sidings, yard tracks and other tracks with engine running backward	10
Raymer, GM track 6, on curve	10
On Limoneria spur, Limco, on tangent running forward	25
“ on tangent backing	20
“ on curves	10
On VC yard tracks, Oxnard, when shoving	10

SPECIAL INSTRUCTIONS—VENTURA SUBDIVISION

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All trains must run carefully during and after heavy storms, particularly when the track is apt to be affected. When fog, storms or other conditions obscure track or signals, speed of trains must be so reduced as to permit strict observance of signals and INSURE SAFETY, REGARDLESS OF TIME.

TERRITORY	Streamlined COAST DAYLIGHT STARLIGHT	OTHER PASSENGER TRAINS	FREIGHT AND MIXED	LIGHT ENGINES RUNNING FORWARD	LIGHT ENGINES RUNNING BACKWARD
MP MP Column:	B	1	2	3	4
EASTWARD, SANTA BARBARA TO LOS ANGELES:					
★368.70 to 372.27 (city limits)........	20	20	20	20	#20
372.27 to 383.66....................	50	50	50	50	30
383.66 to 387.70....................	45	45	45	45	30
⊙387.70 to 389.84....................	65	65	55	55	30
⊙389.84 to 390.84....................	60	60	55	55	30
390.84 to 391.23....................	45	45	45	45	30
⊙391.23 to 396.66....................	65	65	55	55	30
396.66 to 397.08....................	45	45	30	30	25
★397.08 to 398.20 (Ventura)..........	25	25	20	20	20
398.20 to 399.60....................	65	65	50	50	30
399.60 to 402.10....................	75	70	50	50	30
402.10 to 402.38....................	55	55	50	50	30
402.38 to 405.27....................	65	65	50	50	30
405.27 to 405.66....................	55	55	50	50	30
405.66 to 407.23....................	75	65	50	50	30
407.23 to 408.08 (Oxnard)............	25	25	25	25	20
⊙408.08 to 414.85....................	75	70	55	55	30
⊙414.85 to 415.36....................	60	60	55	55	30
⊙415.36 to 418.00....................	75	70	55	55	30
⊙418.00 to 429.45....................	65	65	55	55	30
429.45 to 429.82....................	55	55	50	50	30
429.82 to 431.81....................	65	60	50	50	30
431.81 to 432.20....................	60	60	50	50	30
432.20 to 434.35....................	65	65	50	50	30
434.35 to 437.80....................	70	70	50	50	30
437.80 to 440.90....................	60	60	40	40	30
440.90 to 444.39....................	40	40	30	30	20
⊙444.39 to 460.00....................	75	70	55	55	30
⊙460.00 to 462.38....................	75	70	50	50	30
462.38 to 462.61 (471.49) (Burbank Jct.)	40	40	30	30	20
471.49 to 477.34 (Glendale Tower)....	50	50	35	35	30
477.34 to 480.60 (Dayton Ave. Tower)	40	40	25	25	20
480.60 to 481.67....................	20	20	20	20	20
★481.67 to 481.69 (North Main St.)....	15	15	15	15	15
481.69 to 481.90 (East Bank Jct.).....	20	20	20	20	20
481.90 to 482.80 (Los Angeles).......	10	10	10	10	10

TERRITORY	Streamlined COAST DAYLIGHT STARLIGHT	OTHER PASSENGER TRAINS	FREIGHT AND MIXED	LIGHT ENGINES RUNNING FORWARD	LIGHT ENGINES RUNNING BACKWARD
MP MP Column:	B	1	2	3	4
WESTWARD, LOS ANGELES TO SANTA BARBARA:					
482.80 to 481.90 (East Bank Jct.).....	10	10	10	10	10
481.90 to 481.69....................	20	20	20	20	20
★481.69 to 481.67 (North Main St.)....	15	15	15	15	15
481.67 to 480.60 (Dayton Ave. Tower)	20	20	20	20	20
480.60 to 477.34 (Glendale Tower)....	40	40	25	25	20
477.34 to 471.49 (462.61) (Burbank Jct.)	50	50	40	40	30
Thru crossover east of tower........	30	30	25	25	25
S. J. Div'n trains thru interlocking...	35	35	35	35	30
462.61 to 462.38....................	35	35	30	30	25
⊙462.38 to 460.00....................	75	70	50	50	30
⊙460.00 to 444.39....................	75	70	55	55	30
444.39 to 440.90....................	40	40	30	30	20
440.90 to 437.80....................	60	60	40	40	30
437.80 to 434.35....................	70	70	50	50	30
434.35 to 432.20....................	65	65	50	50	30
432.20 to 431.81....................	60	60	50	50	30
431.81 to 429.82....................	65	60	50	50	30
429.82 to 429.45....................	55	55	50	50	30
⊙429.45 to 418.00....................	65	65	55	55	30
⊙418.00 to 415.36....................	75	70	55	55	30
⊙415.36 to 414.85....................	60	60	55	55	30
⊙414.85 to 408.08....................	75	70	55	55	30
408.08 to 407.23 (Oxnard)............	25	25	25	25	20
407.23 to 405.66....................	75	65	50	50	30
405.66 to 405.27....................	55	55	50	50	30
405.27 to 402.38....................	65	65	50	50	30
402.38 to 402.10....................	55	55	50	50	30
402.10 to 399.60....................	75	70	50	50	30
399.60 to 398.20....................	65	65	50	50	30
★398.20 to 397.08 (Ventura)..........	25	25	20	20	20
397.08 to 396.66....................	45	45	30	30	30
⊙396.66 to 391.23....................	65	65	55	55	30
391.23 to 390.84....................	45	45	45	45	30
⊙390.84 to 389.84....................	60	60	55	55	30
⊙389.84 to 387.70....................	65	65	55	55	30
387.70 to 383.66....................	45	45	45	45	30
383.66 to 372.27....................	50	50	50	50	30
★372.27 to 368.70 (Santa Barbara)....	20	20	20	20	20

#See Rule 536.

★Regulated by City ordinance.

When electro-pneumatic brakes are inoperative, maximum speed of 75 MPH shown in Column B, and permissible speed as indicated on round yellow SIGNAL speed signs, must be reduced by 5 MPH.

Maximum speed provided for passenger trains, other than streamlined trains, will apply to Nos. 373 and 374, except that maximum of 60 MPH must not be exceeded at any point.

SPECIAL INSTRUCTIONS—VENTURA SUBDIVISION

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All trains must run carefully during and after heavy storms, particularly when the track is apt to be affected. When fog, storms or other conditions obscure track or signals, speed of trains must be so reduced as to permit strict observance of signals and INSURE SAFETY, REGARDLESS OF TIME.

TERRITORY	PASSENGER TRAINS	FREIGHT AND MIXED	LIGHT ENGINES RUNNING FORWARD	LIGHT ENGINES RUNNING BACKWARD
MP MP Column:	1	2	3	4
EASTWARD, VENTURA JCT. TO OJAI:				
★397.30 to 398.29 (city limits)	10	10	10	10
398.29 to 407.00	25	20	20	20
407.00 to 408.00	10	10	10	10
408.00 to 412.30	25	20	20	20
EASTWARD, MONTALVO TO SAUGUS:				
402.94 to 412.80	30	25	25	25
★412.80 to 415.30 (Santa Paula)	15	15	15	15
415.30 to 431.62	30	25	25	25
431.62 to 438.10	25	20	20	15
438.10 to 439.05	30	25	25	25
439.05 to 439.41	25	20	20	15
439.41 to 440.93	30	25	25	25
440.93 to 441.96	25	20	20	15
441.96 to 444.20	30	25	25	25
444.20 to 444.84	30	20	20	20
444.84 to 446.16	30	25	25	25
446.16 to 446.20 (bridge)	25	25	25	25
446.20 to 448.70	30	25	25	25
EASTWARD, CHATSWORTH TO BURBANK VIA VAN NUYS:				
445.50 to 457.39	25	25	25	25
457.39 to 457.41 (Sepulveda Blvd.)	10	10	10	10
457.41 to 466.80	25	25	25	25

TERRITORY	PASSENGER TRAINS	FREIGHT AND MIXED	LIGHT ENGINES RUNNING FORWARD	LIGHT ENGINES RUNNING BACKWARD
MP MP Column:	1	2	3	4
WESTWARD, OJAI TO VENTURA JCT.:				
412.30 to 408.00	25	20	20	20
408.00 to 407.00	10	10	10	10
407.00 to 398.29	25	20	20	20
★398.29 to 397.30 (city limits)	10	10	10	10
WESTWARD, SAUGUS TO MONTALVO:				
448.70 to 446.20	30	25	25	25
446.20 to 446.16 (bridge)	25	25	25	25
446.16 to 444.84	30	25	25	25
444.84 to 444.20	30	20	20	20
444.20 to 441.96	30	25	25	25
441.96 to 440.93	25	20	20	15
440.93 to 439.41	30	25	25	25
439.41 to 439.05	25	20	20	15
439.05 to 438.10	30	25	25	25
438.10 to 431.62	25	20	20	15
431.62 to 415.30	30	25	25	25
★415.30 to 412.80	15	15	15	15
412.80 to 402.94	30	25	25	25
WESTWARD, BURBANK TO CHATSWORTH VIA VAN NUYS:				
466.80 to 457.41	25	25	25	25
457.41 to 457.39 (Sepulveda Blvd.)	10	10	10	10
457.39 to 445.50	25	25	25	25

★Regulated by City ordinance.

⊙Trains with class of engine shown below are further restricted between points shown, as follows:

	OJAI BRANCH			SANTA PAULA BRANCH			BURBANK BRANCH
	MP 397.30 and MP 403.30	MP 403.30 and MP 408.00	MP 408.00 and MP 412.30	MP 403.20 and MP 440.00	MP 440.00 and MP 443.80	MP 443.80 and MP 448.70	MP 445.50 and MP 466.80
DF-101 to 108, 110, 112, 114 to 119, 300 to 304	..	..	..	..	25	..	..
DF-109, 111	..	20	..	25	20	25	..
DS-100 to 109	..	..	..	..	20	..	..
DS-101 to 201	20	15	20	20	15	20	20
M-6, 8, 9, 11	..	..	..	..	25	..	..
T-23, 28, 31	..	20	..	25	20	25	..
T-32	..	..	..	..	25	..	..
P-1, 3, 4	20	15	20	20	15	20	20
P-6, 7	..	..	..	..	25	..	..
P-8, 10	X	X	X	15	15	15	X
Mk-2, 4	..	..	..	..	25	..	..
Mk-7, 8, 9	X	X	X	25	20	25	X
F-1	..	..	..	..	25	..	..
F-3, 4, 5	X	X	X	20	15	20	X
AC-4, 5, 7	..	..	..	..	25	..	..
AC-6	..	..	..	..	20	..	..
AC-8 to 12	..	..	..	25	20	25	..
Mt-1, 3, 4, 5	X	X	X	20	15	20	X
GS-1 to 5	X	X	X	25	20	25	X
GS-6	X	X	X	20	15	20	X
SP	X	X	X	15	15	15	X

X—Not permitted to operate.

SPECIAL INSTRUCTIONS—VENTURA SUBDIVISION

RATING OF ENGINES—In Units of 2000 Lbs. (Tons)

NOMINAL CLASS	ENGINE NUMBERS	Los Angeles and Santa Barbara—Via Oxnard	Saugus to Montalvo	Montalvo to Saugus	Ventura Jct. to Ojai	Burbank to Chatsworth Via Burbank Branch	Ojai to Ventura Jct. Chatsworth to Burbank Via Burbank Branch
DP-3	6017	2300	....	....	....	....	....
DP-4, 7	6000 to 6004, 6018	2300	....	....	....	....	....
DP-5, 6	6005 to 6016	....	....	....	....	....	....
DP-8 to 10	6019 to 6033	....	....	....	....	....	....
DP-11	6034 to 6045	5750	....	....	....	....	....
DF-1 to 12	6138 to 6461	7350	....	....	....	....	....
DF-100	5200 to 5202	....	....	....	....	....	....
DF-101 to 108, 110, 112	5203 to 5249, 5253 to 5278, 5500 to 5502	2150	5000	2175	825	2600	5000
DF-109, 111	5250 to 5252, 5503 to 5505	....	....	....	....	....	....
DF-114, 116, 117, 118	5279 to 5293, 5308 to 5335	2600	10000	2600	1000	2000	10000
DF-115, 119	5294 to 5307, 5336 to 5339	3050	10000	3050	1225	2375	10000
DF-120	5340 to 5371	....	....	....	....	....	....
DF-200 to 204	5100 to 5118	....	....	....	....	....	....
DF-300 to 304	4600 to 4623, 4700 to 4703	....	....	....	....	....	....
DF-500, 501	4800 to 4815	....	....	....	....	....	....
DS-1 to 8	1000 to 1032	660	4000	850	350	500	4000
DS-100 to 109, 111, 115	1300 to 1441, 1464 to 1485, 1514 to 1528	1025	4000	1100	425	775	4000
DS-110, 114, 118	1442 to 1463, 1492 to 1513, 1539 to 1550	1300	4000	1500	480	1350	4000
DS-113, 117	1486 to 1491, 1529 to 1538	....	....	....	....	....	....
DS-200, 201	1900 to 1903	....	....	....	....	....	....
M-4	1629 to 1713	850	2650	900	285	650	2650
M-6, 8	1721 to 1801, 1824, 1825	1075	3100	1070	350	775	3100
M-9	1805 to 1817, 1830	1125	3275	1135	380	825	3275
M-11	1833 to 1835	1175	3400	1185	395	850	3400
T-1	2248, 2252	750	2250	775	245	550	2250
T-23	2302, 2303, 2310	1125	3250	1120	365	800	3250
T-28, 31	2312 to 2362	1225	3575	1240	410	900	3575
T-32	2365 to 2384	1225	3625	1260	415	915	3625
P-1, 3	2411, 2431	975	2950	990	295	705	2950
P-4	2410, 2414	1125	3225	1090	330	780	3225
P 5 (T&NO)	600 to 606			....	....	....	....
P-6	2453, 2454, 2458	1250	3625	1240	....	....	....
P-7	2476, 2477	1325	3850	1330	....	....	....
P-8, 10	2461 to 2473, 2478 to 2483	1375	②4025	②1360	....	....	....
P-8, 10	2475, 2484 to 2491	1425	②4250	②1440	....	....	....
C-8, 9, 10	2513 to 2598, 2700 to 2860	1350	3900	1350	455	990	3900
C-18	3400, 3406	1250	3600	1265	435	925	3600
C-19	3420, 3423, 3426	1300	3750	1315	445	960	3750
TW-8	2914	1125	3300	1150	385	840	3300
Mk-2, 4	3203 to 3236	1600	③4425	③1525	③560	③1250	③4425
Mk-5, 6	3247 to 3275	1750	③5000	③1735	....	....	....
Mk-7, 8, 9	3303 to 3324	1875	②5450	②1915	....	....	....
Mk-11	3298	1400	4025	1420	....	....	....
F-1	3611 to 3652	1975	②5650	②1975	....	....	....
F-3, 4, 5	3653 to 3770	2450	②6850	②2450	....	....	....
AC-4, 5	4104 to 4122	3450	②10250	②3615	....	....	....
AC-6 to 12	3801 to 3811, 4126 to 4294	3650			....	....	....
Mt-1, 3, 4, 5	4300 to 4376	1925	②5350	②1835	....	....	....
GS-1, 2	4400 to 4415, 4470 to 4473	1975	②5750	②1940	....	....	....
GS-3, 4, 5, 6	4416 to 4469	2050	②6050	②2045	....	....	....
GS-7, 8	4475 to 4487	2050			....	....	....
SP-1, 2, 3	5000 to 5047	2750	②9700	②2695	....	....	....

②Exception: Permitted to operate in emergency only.

③Exception: Mk class other than engines 3203, 3224, 3227, 3236, 3247, and 3251, permitted to operate in emergency only.

Ratings shown for nominal class DP-3 through 11 are applicable to 3-unit engines. To determine rating of engine with less than 3 u divide published rating by 3 and multiply by number of units comprising the engine.

Ratings shown for nominal class DF-1 through 12 are applicable to 4-unit engines. To determine rating of engine with less than 4 u divide published rating by 4 and multiply by number of units comprising the engine.

UNLESS AUTHORIZED BY SUPERINTENDENT, ENGINES WILL NOT BE PERMITTED TO OPERATE IN THOSE TERRITORIES WHERE NO RATING IS SHOWN IN ENGINE RATING TABLE.

RULE 10. Between Grand Terrace and Colton, signals must be placed on the right, facing westward.

⊙**RULE 10-J.** Round yellow speed signs indicate the speed restrictions applying to GOLDEN STATE and SUNSET LIMITED with diesel passenger engine.

Speed signs to left of track:

Eastward	Reading
MP 513.05	40
514.80	79-70-50

RULE 14 (e). As specified below, — — — — sounds will be indication that flagman may return from east:

Alhambra	on Pasadena Branch.
Pomona	on Chino Branch.
Colton	on Riverside Branch.

RULE 14 (m). Whistle will not be sounded one mile before reaching stations between Los Angeles and Alhambra.

RULE 21-C. Indicators on extra trains will be displayed during time train is in Colton yard.

Light engines originating within CTC limits or moving to or from points in Los Angeles or Colton yard and CTC limits need not display train indicators, white lights, or flags. Markers must be properly displayed.

RULE 93. Yard limits in which the provisions of Rule 93 will apply, except within CTC limits, are established at the following points:

West MP		East MP
462.32	Los Angeles (Coast line)	
471.20	" (Saugus-Alhambra line)	488.69
466.19	" (Burbank Br.)	
	" (Pasadena Br.)	488.24
	" (San Pedro Br.)	489.90
	" (Santa Ana Br.)	489.99
⊙511.57	Puente (Puente Branch only)	512.67
512.54	Pomona	515.71
	" (Chino Br.)	520.30
536.51	Colton	541.14
	" (Riverside Br.)	540.70
544.85	Riverside	

Yard limit boards located to left of track:
Westward at Colton.

⊙**Los Angeles:** All trains must receive proceed signal from yardman before entering any yard track at Aurant.

⊙**Colton:** Trains must move with caution between absolute signals MP 538.52 and MP 539.82.

RULE 98. Cars must not be kicked or shoved over railroad crossings not protected by interlocking, unless movement is properly protected.

Trains and engines must approach with caution, and may move over following crossings without stopping, if crossing clear and no movement approaching on intersecting line:

Los Angeles—AT&SFRy industrial track over Gladding McBean spur, Wilson spur, and Eureka Supply spur.
Pasadena Br.—AT&SFRy at MP 491.2.

At the following railroad crossings PERy trains and engines must stop and provide flag protection against trains or engines on SP tracks before entering the crossing:

Colton—PERy at passenger station,
Colton—PERy over Riverside Branch,
Colton—PERy, five crossings of yard tracks.

⊙Movements across PERy track MP 495.00, El Monte under control of SP train dispatcher, Beaumont. When absolute signals governing movement over crossing display stop indication member of crew must call train dispatcher and after ascertaining that derails on PERy track, in both directions are set to derail and no train approaching from either direction on PERy track, train dispatcher may authorize movement over the crossing. Telephone in booth north of main track at crossing.

Movements across UPRR main track on Chino Branch Pomona, under control UPRR dispatcher. Eastward trains to Chino Branch must line initial switch before signal will clear. Westward signal will clear on approach of train. If these signals fail to clear, contact UPRR dispatcher by telephone and be governed by his instructions. Telephone in box at initial switch and in UPRR CTC house at crossing.

⊙Movements across UPRR track on spur at Ontario governed by dwarf type light signals. Electrically locked derails 200 feet either side of UPRR main track are controlled by UPRR dispatcher. If electric lock fails to unlock within three minutes contact UPRR dispatcher by telephone and be governed by his instructions. Telephone in box at crossing.

RULE 103-A. Trains must stop and traffic on highway be protected by member of the train crew over the following street crossings:

Pomona—When switching over crossings on siding not protected by gates or flagman.
Riverside—Orange Ave., Eighth St.
Riverside—Crossing bells located at Seventh and Ninth Streets are manually controlled. Switch located in box on telegraph pole east of freight station. Crossing bells must be in operation when any train movements are made over crossings, unless protected by members of train crew on both sides of train, before and while movements are being made over crossings.

Pomona. Trains on Chino Branch must not exceed 10 MPH over crossings of Riverside Drive, East End Ave., and Fifth St., and must watch carefully for vehicular traffic.

MP 512: Derails on either side of Pomona Blvd. on American Brake Shoe Co. spur must not be kept lined for movement, nor track between them occupied longer than necessary, to prevent excessive operation of crossing signal.

⊙**Riverside Jct.:** Movement of engines and cars over Massachussetts Ave., crossing on Eric Emtman spur must be made with caution not exceeding 8 MPH.

Public Utilities Commission orders require that trains and engines must stop, and member of crew protect traffic on the following street or highway crossings before movement is made:

⊙Alhambra—Over Mission Road on Southwest Welding lead; C. F. Braun Co. spur; So. Cal. Edison pole yard spur; Spur leading to Pacific Cut Stone and Granite Co.; and track serving industries on Palm Ave.
El Monte—Over Arden Drive on drill track.

RULE 104. The normal position of rigid switches at junction points is as follows:

Alhambra	Pasadena Br., for drill track.
⊙Puente	Puente Br., for connecting track.
Colton	Riverside Br., for PFE yard.
Colton	PERy junction switch on Riverside Br., for SP main track.
Riverside Jct.	PERy junction switch for SP main track.

Colton: Point derail installed at fouling point of team, old wash and old rip tracks, used as diesel storage tracks, and derail must be lined to protect against any unauthorized movement into these tracks.

RULE 505. AUTOMATIC BLOCK SIGNAL SYSTEM

When block Signal 4841 east of Taylor Jct. indicates "stop", a member of crew of freight trains will communicate with signal operator at Mission Tower by telephone and be governed by his instructions.

RULE 535. SPRING SWITCHES

Spring switches not equipped with facing point locks are located as follows:

Location	Normal Position
Pomona..........Junction, Chino Branch . .	Controlled siding

RULE 605. INTERLOCKING

Dayton Ave. Tower. To Glendale or East Bank Line, —.
To River Station Tower or "C" unit, o o o o o.
To Midway unit No. 1 track, o — o; other tracks or freight lead, — o —.
For movement against current of traffic, — o o o o.

One long sound of tower air whistle requires all movements through plant to stop immediately and remain standing until authorized by signal operator to resume movement.

Mission Tower. To LAUPT, o —.
To Alhambra or Naud Jct., east or west on East Bank Line, —.
To Roundhouse, — o — o.
To River Station Tower or AO spur, o o o o o.
To Brewery spur Lacy Manufacturing Co., o o o —.
To Coach yard, o o o o.
To Wilson Packing Co. lead, — o —.
To or from East Bank Line or Alhambra, o — o o.
To Alhambra Ave. Coach yard lead, o o — o.
To Naud Jct. from East Bank Line, o o — o o.
Against current of traffic, — o o o o.

Signal west of tower building and adjacent to track 55 has white disk attached to mast. Signal is to right of two converging tracks and governs movement on either track.

Following addition to Rule 663 (b) applies at Mission Tower, "Upon receiving oral authority of signal operator or signal maintainer."

Signs bearing words "Clearing Section" located as follows:

200 feet west of Signal Bridge No. 3 on the East Bank Line.

200 feet west of signal on eastward passenger track from East Bank Line to LAUPT via Alhambra Ave.

200 feet east of first signal east of UPRR Crossing on westward Alhambra Ave. main tracks.

200 feet east of first signal leaving Coach Yard.

Trains or engines stopped by these signals will stop with head end between "Clearing Section" sign and signal, except freight trains or switching drags only on East Bank Line will remain west of Main Street when stopped by signal.

One long sound of tower air whistle requires all movements through plant to stop immediately and remain standing until authorized by signal operator to resume movement.

Colton Tower. Westward trains ready to depart, o —.

Westward trains stop east of 8th St. crossing unless route clear for movement through interlocking.

RULE 680. AUTOMATIC INTERLOCKING

Highgrove Interlocking, AT&SFRy Crossing, 0.7 mile east of Orange Center.

When signal governing use of automatic interlocking indicates "Stop" and no cause to be seen, or, if a standing train is seen on intersecting tracks with no indication that they are to proceed, flagman must be sent ahead immediately to open box at crossing and comply with rules posted therein.

After release has been operated by flagman, signal should change to "proceed", or a red indicator light appear at interlocking signal. If red indicator light appears, train may proceed over crossing. If red indicator light does not appear, movement over crossing must be protected in each direction on intersecting tracks. Instructions in box indicate the time interval required for release to function.

SPECIAL SIGNALS

Riverside Branch between MP 540.085 and MP 545.914 used jointly by SP and PERy without train orders.

Light type special signals for eastward movement at fouling point PERy junction switch Colton, and 15 feet east of east switch Highgrove; and for westward movement 800 feet west of Riverside Jct. and 15 feet east of east switch Highgrove confer authority to the next special signal, except that the signals at Highgrove confer authority to the limit of these signals; and their indications supersede the superiority of trains for both opposing and following movements, but do not dispense with the use or observance of other signals.

Trains must stop before reaching signals, and comply with instructions posted in cut-in and cut-out boxes adjacent to or opposite signals for operation of toggle switches to clear signals.

If signal cannot be cleared, wait five minutes, then send flagman ahead, wait five minutes more, then follow flagman through block, moving with caution, not exceeding 12 MPH.

Toggle switch in cut-out box must be operated after rear of train passes 50 feet beyond signals.

RULE 760. CENTRALIZED TRAFFIC CONTROL

Limits extend from MP 485.55 Aurant, on both tracks, to MP 538.52 Colton Tower.

At east end Aurant, that portion of drill track between absolute signal opposite yard office and absolute signal 10 feet west of initial switch of crossover from drill track to westward track is also in CTC limits.

When absolute signal on westward main track located just west of Valley Blvd., Aurant displays stop indication, member of crew of freight train will communicate with train dispatcher immediately and be governed by his instructions.

Absolute signals on eastward and westward tracks, and eastward signal on drill track at east end Aurant are equipped with call-on unit which, when flashing yellow authorizes train or engine, after stopping, to move with caution to couple to train or cars, or for switching moves.

Flag protection will not be required when rear of train stands between absolute signals at east end Aurant and end double track Alhambra, except flagman on a train carrying passengers must take position not less than 30 feet behind rear car.

Signal 5143 governs westward movement through crossover Pomona, and Signal 5202 governs eastward movement through crossover Ontario. Signals are normally dark, and only govern movement through respective crossovers.

Junction switch Chino Branch on siding at Pomona is equipped with switch-position indicator, and if red aspect displayed or not lighted, careful examination must be made to insure switch safe before passing over same eastward, on siding.

Call-on unit, near junction switch, when flashing white will authorize trains and engines from Chino Branch to enter controlled siding at Pomona, expecting to find siding occupied.

GENERAL REGULATIONS

RULE 825. Portable rail skid is hung on post at lower end of siding at Pomona.

When necessary to leave cars on this siding permission must first be obtained from chief train dispatcher, after which rail skid must be placed on rail and leading wheel of first car in descending direction run onto the rail skid, and hand brakes set if brakes are operative, before engine is detached. Trains picking up cars from this siding must remove rail skid and return it to proper post and lock it in place with switch lock.

Rail clamps on Hazel-Atlas Glass Co. tracks at Pomona, to prevent cars rolling out of tracks. Crews must remove clamps before switching these tracks, and replace after switching.

RULE 826. Colton: Special indicator lights at each end PFE tracks 5, 6 and 7, and at switch to PFE spur, govern movements on those tracks as follows:

Blue: Track may be entered, but cars must not be coupled to, nor moved.
Yellow: Proceed with caution.
Not lighted: General foreman of ice plant must be contacted for instructions before entering tracks.

RULE 827. Trains of passenger equipment, except Streamlined GOLDEN STATE and SUNSET LIMITED, must approach Colton at not to exceed 8 MPH to allow forward brakeman to get off where rear of train will stop. He will then make running inspection, then walk length of train opposite station side, making standing inspection, giving careful attention to running gear and journal boxes.

On freight trains between Colton and Riverside; Pomona and Chino; and Alhambra and Pasadena, a member of crew must observe track to rear of train for evidence of derailment or any other condition requiring immediate stopping of train.

AIR BRAKE RULES

RULE 17. One retainer must be turned up for each 50 tons in westward trains of over 10 cars on Pasadena Branch.

PASSENGER TRAINS

RULE 39. Running test must be made immediately after leaving Los Angeles terminal.

MISCELLANEOUS

10. Engines listed must not operate on tracks shown below:

Class of Engine	Restricted Tracks
⊙DP, DF-1 to 12, 109, 111, 114, DS-101, 103, 109, 113, 114, P-8, 10, Mk, F, AC, Mt, GS, SP	Rudell—Spur.
"	Pomona—Park Ave. spur.
"	Ontario—Firestone Rubber Co. spur.
⊙DP, DF-1 to 12, 109, 111, DS-101, 103, 109, 113, 114, P-8, 10, F-3, 4, 5, AC, Mt, GS, SP	Guasti—Winery spurs.
⊙DP, DF-1 to 12, 109, 111, DS-101, 103, 109, 113, 114, P-8, 10, F-3, 4, 5, AC, Mt, GS, SP	South Fontana—Quarry tracks except new cleaning track and middle track; Fontana Farm Co. tracks.
⊙DP, DF-1 to 12, 109, 111, 114, DS-101, 103, 109, 113, 114, F, Mk-7, 8, 9, P-6, SP	El Monte—Team tracks 1 and 2.
All	West Colton—Tracks diverging from track 2 in GATCo. yard.
All engines and cars	Riverside—Food Machinery spur beyond 280 feet east of gate.

Engines equipped with pilot plow, except Mt and GS class, are prohibited from entering Los Angeles LAUPT account impaired platform clearance.

Take necessary precautions when sand is blowing between signs reading "Sand" at following points:

MP 522.4 west of Guasti to MP 528.38 west of South Fontana.

Pasadena: Gate attached to separate switch stand across Hammond Lbr. spur must be kept locked in both open and closed position.

⊙**Kaiser:** Lead track from north line of Colton Ave., jointly used by SP and Kaiser Co.; ten tracks within Kaiser plant jointly used by SP, AT&SFRy, and Kaiser Co., and nine tracks within Kaiser plant jointly used by SP and Kaiser Co. SP crews must not go beyond a point 250 feet east of easterly lead switch (connection with AT&SFRy.) in "X" yard, or 200 feet east of crossover 222 at ore dump. All movements must be made with caution. Derails must be left in derailing position while switching at Kaiser plant, and secured in derailing position when leaving plant. Hand brakes must be secured on at least four cars on lower end when setting out on Kaiser plant tracks. When picking up cars at least four hand brakes must be secured on lower end of cut remaining in the track. If four cars or less, secure all hand brakes. Air must be coupled and in use through entire cut of cars when moving to or from Kaiser plant, and air brake test must be made as prescribed in Air Brake Rule 24.

⊙**11.** Load limit (car and contents):

Los Angeles-Colton	251,000 pounds
Alhambra-Pasadena	210,000 pounds
Pomona-Chino	169,000 pounds
Colton-Riverside	169,000 pounds

Unless authorized by Superintendent, heavier loads must not be handled.

LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE ON MAIN TRACK AND SIDINGS

MP	Location	Description	
482.6	Los Angeles	2nd crossing, L.A. River bridge	Side
514.0	Pomona	Water tank	Side

SPECIAL INSTRUCTIONS—POMONA SUBDIVISION

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All trains must run carefully during and after heavy storms, particularly when the track is apt to be affected. When fog, storms or other conditions obscure track or signals, speed of trains must be so reduced as to permit strict observance of signals and INSURE SAFETY, REGARDLESS OF TIME.

TERRITORY	*Streamlined PASSENGER TRAINS	OTHER PASSENGER TRAINS	FREIGHT AND MIXED	LIGHT ENGINES RUNNING FORWARD	LIGHT ENGINES RUNNING BACKWARD
MP MP Column:	A	1	2	3	4
EASTWARD, LOS ANGELES YARD TO TAYLOR JCT.:					
479.70 to 480.60 (Dayton Ave. Tower)	..	40	25	25	25
480.60 to 481.67		20	20	20	20
★481.67 to 481.69 (North Main St.)	..	15	15	15	15
481.69 to 481.90 (East Bank Jct.)	..	20	20	20	20
481.90 to 482.80 (Taylor Jct.)		15	15	15	15
EASTWARD, LOS ANGELES TO COLTON:					
Los Angeles to Mission Tower	10	10	..	10	10
★Mission Tower to 484.05	15	15	15	15	15
★484.05 to 485.80 (Valley Blvd.)	25	25	25	25	25
★485.80 to 488.22 (Alhambra)	40	40	35	35	30
488.22 to 488.25 (end double track)	35	35	35	35	20
★488.25 to 489.89 (Alhambra)	40	40	35	35	30
★489.89 to 491.33 (San Gabriel)	30	30	30	30	30
⊙491.33 to 493.31	75	70	40	40	30
⊙493.31 to 495.04 (El Monte)	40	40	40	40	30
495.04 to 496.71	75	70	50	50	30
⊙496.71 to 496.92 (bridge)	60	60	50	50	30
⊙496.92 to 507.80	79	70	55	55	30
507.80 to 508.10	65	65	50	50	30
508.10 to 513.80	79	70	50	50	30
★513.80 to 514.80 (Pomona)	40	40	40	40	30
⊙514.80 to 519.51	79	70	55	55	30
519.51 to 520.91 (Ontario)	40	40	40	40	30
⊙520.91 to 529.80	79	70	50	50	30
⊙529.80 to 536.20	79	70	55	55	30
536.20 to 538.52 (end CTC)	50	50	50	50	30
538.52 to 539.00 (Colton)	20	20	20	20	20

TERRITORY	*Streamlined PASSENGER TRAINS	OTHER PASSENGER TRAINS	FREIGHT AND MIXED	LIGHT ENGINES RUNNING FORWARD	LIGHT ENGINES RUNNING BACKWARD
MP MP Column:	A	1	2	3	4
WESTWARD, COLTON TO LOS ANGELES:					
539.00 to 538.52 (begin CTC)	20	20	20	20	20
538.52 to 536.20	50	50	50	50	30
⊙536.20 to 529.80	79	70	55	55	30
⊙529.80 to 520.91	79	70	50	50	30
520.91 to 519.51 (Ontario)	40	40	40	40	30
⊙519.51 to 514.80	79	70	55	55	30
★514.80 to 513.80 (Pomona)	40	40	40	40	30
513.80 to 508.10	79	70	50	50	30
508.10 to 507.80	65	65	50	50	30
⊙507.80 to 496.92	79	70	55	55	30
⊙496.92 to 496.71 (bridge)	60	60	50	50	30
496.71 to 495.04	75	70	50	50	30
⊙★495.04 to 493.31	40	40	40	40	30
⊙493.31 to 491.33	75	70	40	40	30
★491.33 to 489.89 (San Gabriel)	30	30	30	30	30
★489.89 to 485.80 (Alhambra)	40	40	35	35	30
★485.80 to 484.05	25	25	25	25	25
★484.05 to Mission Tower	15	15	15	15	15
Mission Tower to Los Angeles	10	10	..	10	10
WESTWARD, TAYLOR JCT. TO LOS ANGELES YARD:					
482.80 to 481.90 (East Bank Jct.)	..	15	15	15	15
481.90 to 481.69	..	20	20	20	20
★481.69 to 481.67 (North Main St.)	..	15	15	15	15
481.67 to 480.60 (Dayton Ave. Tower)	..	20	20	20	20
480.60 to 479.70 (Los Angeles Yard)	..	40	25	25	25

★Regulated by City ordinance.

⊙*Streamlined passenger trains are GOLDEN STATE and SUNSET LIMITED with diesel passenger engines.

⊙GOLDEN STATE and SUNSET LIMITED with P-7, 8, 10; GS, or Mt class engine, may run not to exceed 75 MPH on tangent track where 70 MPH is authorized in Column 1.

Maximum speed provided for passenger trains, other than streamlined trains, will apply to No. 370, except that maximum of 60 MPH must not be exceeded at any point.

SPEED RESTRICTIONS FOR OTHER THAN MAIN TRACKS	With Caution Not Exceeding MPH
Through sidings, yard and other tracks, wyes, balloon tracks, crossovers and turnouts, except:	15
Through slip switches	10
Through turnouts on other than sidings	10
Through all sidings, yard tracks and other tracks with engine running backward	10
Passenger trains through all controlled sidings	20

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All trains must run carefully during and after heavy storms, particularly when the track is apt to be affected. When fog, storms or other conditions obscure track or signals, speed of trains must be so reduced as to permit strict observance of signals and INSURE SAFETY, REGARDLESS OF TIME.

TERRITORY MP MP	Column:	PASSENGER TRAINS 1	FREIGHT AND MIXED 2	LIGHT ENGINES RUNNING FORWARD 3	LIGHT ENGINES RUNNING BACKWARD 4
EASTWARD, ALHAMBRA TO PASADENA:					
487.70 to 489.07		15	15	15	15
★489.07 to 490.75 (city limits)		15	15	15	15
★490.75 to 492.50 (city limits)		15	15	15	15
EASTWARD, POMONA TO CHINO		20	20	20	20
⊙EASTWARD, COLTON TO RIVERSIDE		20	20	20	20

TERRITORY MP MP	Column:	PASSENGER TRAINS 1	FREIGHT AND MIXED 2	LIGHT ENGINES RUNNING FORWARD 3	LIGHT ENGINES RUNNING BACKWARD 4
WESTWARD, PASADENA TO ALHAMBRA:					
★492.50 to 490.75 (city limits)		15	15	15	15
★490.75 to 489.07 (city limits)		15	15	15	15
489.07 to 487.70		15	15	15	15
WESTWARD, CHINO TO POMONA		20	20	20	20
⊙WESTWARD, RIVERSIDE TO COLTON		20	20	20	20

★Regulated by City ordinance.

Trains with class of engine shown below are further restricted between points shown, as follows:

	⊙ PASADENA BRANCH MP 488.20 and MP 489.20	⊙ RIVERSIDE BRANCH MP 545.00 and MP 546.20
DF-101 to 108, 110, 114 to 119, 300 to 304	10	10
DF-109, 111	X	X
DS-1 to 8	..	15
DS-100 to 115	X	X
M-6, 8, 9, 11	10	10
P-1, 3, 4	X	X
T-23, 28, 31	10	10
T-32	..	15

X—Not permitted to operate.

RATING OF ENGINES—In Units of 2000 Lbs. (Tons)

NOMINAL CLASS	ENGINE NUMBERS	Los Angeles to Alhambra Puente to Ontario	Alhambra to Puente Ontario to Colton	Colton to Bloomington El Monte to Stoneman	Bloomington to El Monte Stoneman to Los Angeles
DP-3	6017	2300	3750	2800	3750
DP-4, 7	6000 to 6004, 6018	2300	3750	2800	3750
DP-5, 6	6005 to 6016	....	....	....	....
DP-8 to 10	6019 to 6033	....	....	....	....
DP-11	6034 to 6045	5750	10450	7250	12800
DF-1 to 12	6138 to 6461	6400	11325	6600	11350
DF-100	5200 to 5202	....	....	....	....
DF-101 to 108, 110, 112	5203 to 5249, 5253 to 5278, 5500 to 5502	2150	3900	2225	3925
DF-109, 111	5250 to 5252, 5503 to 5505	....	....	3250	5000
DF-114, 116, 117, 118	5279 to 5293, 5308 to 5335	2600	4800	2700	4850
DF-115, 119	5294 to 5307, 5336 to 5339	3050	5450	3175	5475
DF-120	5340 to 5371	....	....	....	....
DF-200 to 204	5100 to 5118	....	....	....	....
DF-300 to 304	4600 to 4623, 4700 to 4703	....	....	....	....
DF-500, 501	4800 to 4815	....	....	....	....
DS-1 to 8	1000 to 1032	615	1225	800	1225
DS-100 to 109, 111, 115	1300 to 1441, 1464 to 1485, 1514 to 1528	950	1825	1250	1950
DS-110, 114, 118	1442 to 1463, 1492 to 1513, 1539 to 1550	1300	2350	1425	2575
DS-113, 117	1486 to 1491, 1529 to 1538	....	....	....	....
DS-200, 201	1900 to 1903	....	....	....	....
M-4	1629 to 1713	800	1725	925	1675
M-6, 8	1721 to 1801, 1824, 1825	1000	2125	1150	2075
M-9	1805 to 1817, 1830	1050	2250	1225	2150
M-11	1833 to 1835	1075	2300	1275	2225
T-1	2248, 2252	700	1525	825	1475
T-23	2302, 2303, 2310	1050	2250	1225	2150
T-28, 31	2312 to 2362	1150	2425	1350	2350
T-32	2365 to 2384	1150	2475	1350	2375
P-1, 3	2411, 2431	900	2100	1050	2025
P-4	2410, 2414	1025	2300	1200	2175
P-5 (T&NO)	600 to 606				
P-6	2453, 2454, 2458	1125	2600	1300	2550
P-7	2476, 2477	1200	2725	1400	2700
P-8, 10	2461 to 2473, 2478 to 2483	1250	2800	1500	2725
P-8, 10	2475, 2484 to 2491	1300	2800	1550	2875
C-8, 9, 10	2513 to 2598, 2700 to 2860	1275	2650	1475	2600
C-18	3400, 3406	1150	2450	1350	2375
C-19	3420, 3423, 3426	1200	2550	1400	2475
TW-8	2914	1050	2250	1225	2175
Mk-2, 4	3203 to 3236	1500	3075	1750	2975
Mk-5, 6	3247 to 3275	1600	3375	1850	3250
Mk-7, 8, 9	3303 to 3324	1775	3725	2050	3600
Mk-11	3298	1300	2750	1525	2675
F-1	3611 to 3652	1875	3875	2175	3800
F-3, 4, 5	3653 to 3770	2450	4450	2550	4475
AC-4, 5	4104 to 4122	3875	6950	4375	6575
AC-6 to 12	3801 to 3811, 4126 to 4294	4125	7400	4650	7250
Mt-1, 3, 4, 5	4300 to 4376	1750	3725	2050	3625
GS-1, 2	4400 to 4415, 4470 to 4473	1850	4000	2225	3700
GS-3, 4, 5, 6	4416 to 4469	1900	4125	2225	3800
GS-7, 8	4475 to 4487	2050	3825	2150	3825
SP-1, 2, 3	5000 to 5047	2600	5250	2800	4500

Ratings shown for nominal class DP-3 through 11 are applicable to 3-unit engines. To determine rating of engine with less than 3 units, divide published rating by 3 and multiply by number of units comprising the engine.

Ratings shown for nominal class DF-1 through 12 are applicable to 4-unit engines. To determine rating of engine with less than 4 units, divide published rating by 4 and multiply by number of units comprising the engine.

UNLESS AUTHORIZED BY SUPERINTENDENT, ENGINES WILL NOT BE PERMITTED TO OPERATE IN THOSE TERRITORIES WHERE NO RATING IS SHOWN IN ENGINE RATING TABLE.

RATING OF ENGINES—In Units of 2000 Lbs. (Tons)

NOMINAL CLASS	ENGINE NUMBERS	Alhambra to Pasadena	Pasadena to Alhambra	Chino to Pomona	Colton to Riverside Pomona to Chino	Riverside to Colton
DF-100	5200 to 5202					
DF-101 to 108, 110, 112	5203 to 5249, 5253 to 5278, 5500 to 5502			2150	①5000	
DF-109, 111	5250 to 5252, 5503 to 5505					
DF-114, 116, 117, 118	5279 to 5293, 5308 to 5335	1125	10000	2600	10000	2600
DF-115, 119	5294 to 5307, 5336 to 5339			3050	10000	3050
DF-120	5340 to 5371	....	....	....	....	....
DF-200 to 204	5100 to 5118					
DF-300 to 304	4600 to 4623, 4700 to 4703					
DF-500, 501	4800 to 4815	....	....	....	....	....
DS-1 to 8	1000 to 1032	350	4000	1100	4000	660
DS-100 to 109, 111, 115	1300 to 1441, 1464 to 1485, 1514 to 1528	425	4000	1400	4000	1025
DS-110, 114, 118	1442 to 1463, 1492 to 1513, 1539 to 1550	660	4000	1500	4000	1500
DS-113, 117	1486 to 1491, 1529 to 1538					
DS-200, 201	1900 to 1903					
M-4	1629 to 1713	285	2650	900	2650	485
M-6, 8	1721 to 1801, 1824, 1825	350	3100	1070	3100	550
M-9	1805 to 1817, 1830	380	3275	1135	3275	600
M-11	1833 to 1835	395	3400	1185	3400	645
T-1	2248, 2252	245	2250	775	2250	415
T-23	2302, 2303, 2310	365	3250	1120	3250	600
T-28, 31	2312 to 2362	410	3575	1240	3575	675
T-32	2365 to 2384	415	3625	1260	3625	685
P-1, 3	2411, 2431			990	2950	520
P-4	2410, 2414			1090	3225	570
P-5 (T&NO)	600 to 606	....	....	....	....	....
P-6	2453, 2454, 2458					
P-7	2476, 2477	....	....	....	....	....
P-8, 10	2461 to 2473, 2478 to 2483					
P-8, 10	2475, 2484 to 2491	....	....	....	....	....
C-8, 9, 10	2513 to 2598, 2700 to 2860	455	3900	1360	3900	740
C-18	3400, 3406	435	3600	1265	3600	700
C-19	3420, 3423, 3426	445	3750	1315	3750	700
TW-8	2914	385	3300	1150	3300	630

①Applies Pomona to Chino only.

UNLESS AUTHORIZED BY SUPERINTENDENT, ENGINES WILL NOT BE PERMITTED TO OPERATE IN THOSE TERRITORIES WHERE NO RATING IS SHOWN IN ENGINE RATING TABLE.

⊙**RULE 10-J.** Round yellow speed signs indicate the speed restrictions applying to GOLDEN STATE and SUNSET LIMITED with diesel passenger engine.

Speed signs to left of track:

Eastward	Reading	Westward	Reading
MP 545.89	45-40-35	MP 540.75	20
MP 575.83	45	MP 585.75	45-40-35

RULE 14 (e). As specified below, — — — — — — — sounds will be indication that flagman may return from east:

Bryn Mawr..............on Redlands Branch.
Colton....................on Riverside Branch.

RULE 21-C. Indicators on extra trains will be displayed during time train is in Colton yard.

Indicators may be displayed on incoming engines at Indio until they arrive at roundhouse.

Light engines originating within CTC limits or moving to or from points in Colton or Indio yard and CTC limits need not display train indicators, white lights, or flags. Markers must be properly displayed.

RULE 93. Yard limits in which the provisions of Rule 93 will apply, except within CTC limits, are established at the following points:

West MP		East MP
536.51	Colton	541.14
	" (Riverside Br.)..........................	540.70
547.29	Redlands, 2nd Street.....................	548.51
551.00	Crafton	
607.85	Indio..	613.12

⊙**Colton:** All trains must move with caution between absolute signals MP 538.52 and MP 539.82.

⊙**Indio:** All trains must move with caution between absolute signal MP 610.3 and East Indio.

RULE 98. Cars must not be kicked or shoved over railroad crossings not protected by interlocking, unless movement is properly protected.

At the following railroad crossings PERy trains and engines must stop and provide flag protection against trains or engines on SP tracks before entering the crossing:

Colton—PERy at passenger station,
Colton—PERy over Riverside Branch,
Colton—PERy, five crossings of yard tracks

RULE 103-A. Loma Linda: To prevent excessive operation of crossing signals at crossing B-541.0 (Hunts Lane), westward train occupying siding and cutting crossing must leave head car of rear portion of train on short track circuit between crossing and white marks on rails 120 feet east of crossing. When recoupling, crossing signals must be started by use of switch key in place provided on side of signal case at crossing.

Trains must stop and traffic on highway be protected by member of the train crew over the following street crossing:

Indio....Before pushing or backing cars over crossing on drill track opposite yard office.

Public Utilities Commission orders require that trains and engines must stop, and member of crew protect traffic on the following street or highway crossings before movement is made:

Redlands 2nd St.—Over Orange St.
Redlands 2nd St.—Over Fourth St.
Indio—Over highway on California Date Growers Assn. spur.

RULE 104. The normal position of rigid switches at junction points is as follows:

Colton.........Riverside Br., for PFE yard.
Colton.........PERy junction switch on Riverside Br., for SP main track.
Bryn Mawr...Redlands Br., for branch connecting track.

Indio: Point derails installed at fouling point of balloon track north of roundhouse and storage track south of roundhouse, used as diesel storage tracks, and derails must be lined to protect against any unauthorized movement into the track.

Derails in main track:

Redlands, 2nd Street—West end of Mill Creek bridge, MP 547.33.
Crafton—628 feet west of west switch, MP 551.01.
Crafton—899 feet from end of track, MP 551.52.

RULE 760. CENTRALIZED TRAFFIC CONTROL

Limits extend from MP 539.82 Colton, to MP 610.66 Indio.

⊙Switch at MP 610.3 Indio is dual control but diverging track is not controlled beyond fouling point.

RULE 775. When helpers are cut out of rear end of trains on controlled siding Beaumont, a reverse movement by helpers may be made without permission from train dispatcher, but signal indication must be respected.

Before moving eastward from controlled siding to engine track Beaumont, permission from train dispatcher must be obtained.

GENERAL REGULATIONS

RULE 825. Portable rail skids are hung on posts at lower end of sidings at:

Redlands
Ordway
El Casco
Hinda
Nicklin
Beaumont
Pershing
Banning
Owl
Cabazon
Mons
Fingal
Hugo
Garnet
Salvia
Rimlon

When necessary to leave cars on any of these sidings permission must first be obtained from chief train dispatcher, after which rail skid must be placed on rail and leading wheel of first car in descending direction run onto the rail skid, and hand brakes set if brakes are operative, before engine is detached. Trains picking up cars from these sidings must remove rail skid and return it to proper post and lock it in place with switch lock.

RULE 827. Trains of passenger equipment, except Streamlined GOLDEN STATE and SUNSET LIMITED, must approach Colton and Indio at not to exceed 8 MPH to allow forward brakeman to get off where rear of train will stop. He will then make rolling inspection, then walk length of train opposite station side, making standing inspection, giving careful attention to running gear and journal boxes.

Eastward freight trains handled by steam engine will stop at Owl or Cabazon 10 minutes and westward freight trains handled by steam engine will stop at El Casco or Ordway 10 minutes for heat radiation, at which time train inspection will be made. If stop is made at Hinda train may then run to Redlands for next 10 minute stop.

On freight trains between Bryn Mawr and Crafton, and on descending grade between Colton and Thousand Palms, a member of crew must observe track to rear of train for evidence of derailment or any other condition requiring immediate stopping of train.

Steam engines not equipped with tire coolers, and diesel engines without dynamic brake operating, running light on descending grade must stop between Hinda and Redlands, or Owl and Palm Springs for inspection. When conditions are favorable and in the judgment of engineer it is safe, other engines running light on descending grade need not stop for inspection.

AIR BRAKE RULES

RULE 17. Retainers will be used on passenger trains as follows:

⊙All retainers will be turned up on eastward trains handled by steam engine at Beaumont, and will be turned down at Garnet, except if stop is made at Palm Springs retainers on head end cars may be turned down at that point provided not less than 60% of cars in train have retainers remaining in use. Retainers on head-end cars may be turned up at Colton.

⊙All retainers will be turned up on westward trains handled by steam engine at Beaumont, and will be turned down on passenger carrying cars at Loma Linda, and on head-end cars at Colton. Retainers on head-end cars may be turned up at Indio.

When overheating is apparent, retainers may be turned down on such cars.

⊙Retainers will not be used on passenger trains handled by DP or DF class engines with three or more dynamic brakes operating, nor on Train 370 with two or more dynamic brakes operating.

⊙DP or DF class engines with less than three dynamic brakes operating or when handling Train 370 with less than two dynamic brakes operating with over 1750 tons, will apply retainer rules governing operation with steam engine.

Retainers will be used on freight trains handled by steam engine commencing at head-end of train as follows:

One retainer for each 60 tons Beaumont to Thousand Palms. If stop is made at Garnet, Salvia or Rimlon and in the judgment of engineer it is safe to do so, retainers may be turned down at Garnet, Salvia or Rimlon instead of Thousand Palms.

One retainer for each 70 tons Beaumont to Redlands, and one retainer for each 100 tons Redlands to Loma Linda or Colton.

One retainer for each 50 tons in westward trains of over 10 cars on Redlands Branch.

Retainers will be used on freight trains handled by DF class engines commencing at head-end of train as follows:

Beaumont to Thousand Palms:

⊙DF-1 to 12 with four dynamic brakes operating with over 3500 tons, one retainer for each 90 tons; with three dynamic brakes operating with over 2500 tons, one retainer for each 80 tons.

If stop is made at Garnet, Salvia or Rimlon and in the judgment of engineer it is safe to do so, retainers may be turned down at Garnet, Salvia or Rimlon instead of Thousand Palms.

Beaumont to Loma Linda or Colton:

⊙DF-1 to 12 with four dynamic brakes operating with over 3500 tons, one retainer for each 100 tons; with three dynamic brakes operating with over 2500 tons, one retainer for each 90 tons.

DF class with less than 50 cars ore will be governed by the above; with 50 or more cars ore use one retainer for each 85 tons.

DF with less than three dynamic brakes operating will apply retainer rule and Rule 827 governing operation with steam engine Beaumont to Thousand Palms and Beaumont to Loma Linda or Colton. Conductor will advise train dispatcher accordingly.

In case of failure of dynamic brakes in above territory, stop must be made immediately, and brake system recharged. Retainer rule and Rule 827 governing operation with steam engine will then apply, except when all retainers are in use train may proceed at reduced speed to insure proper handling, not exceeding 15 MPH.

SPECIAL INSTRUCTIONS—BEAUMONT SUBDIVISION

FREIGHT TRAINS

⊙**RULE 25. Beaumont:** Rear end test must be made as prescribed by Rule 25(b), except Train 370 when not required to stop at Beaumont must make running test as follows:

⊙Engineer while working power will make reduction of approximately seven pounds, wait for slack to adjust, then make a three pound reduction before releasing brakes. Trainmen must note reduction on caboose gage, and following build-up in pressure when brakes are released, give proceed signal. Stop and rear end test must be made if conditions prevent passing hand signal.

RULE 33. Maximum tonnage per operative brake is as follows:

Beaumont to Garnet:

Trains handled by steam engine	60 tons
Trains handled by DF class with four dynamic brakes operating	75 tons
Trains handled by DF class with three dynamic brakes operating	67½ tons
Trains handled by engine equipped with one air pump	30 tons

Beaumont to Loma Linda:

Trains handled by steam engine	60 tons
Trains handled by DF class with four dynamic brakes operating	85 tons

If tonnage exceeds 75 tons per operative brake speed must not exceed 20 MPH, and number of cars in train must not exceed 75.

Trains handled by DF class with three dynamic brakes operating	72½ tons
Trains handled by engine equipped with one air pump	30 tons

PASSENGER TRAINS

RULE 38. At Indio passenger station, engineers will use hand signals instead of whistle signals. Trainmen will place themselves in position to relay signals to best advantage.

RULE 39. Running test must be made before descending grade, Beaumont.

MISCELLANEOUS

1. Spouts of water columns between Beaumont and Indio when not in use must be pointed eastward (downhill).

Water at Beaumont for emergency use only.

10. Engines listed must not operate on tracks shown below:

Class of Engine	Restricted Track
⊙DP, DF-1 to 12, 109, 111, 114, DS-101, 103, 109, 113, 114, P-8, 10, Mk, F, AC, Mt, GS, SP	Beaumont—Blinn Lbr. Co. spur; Packing house spur.

Take necessary precautions when sand blowing between signs reading "Sand" at following points:

MP 588.25 east of Garnet to MP 596.5 east of Rimlon.

⊙**11.** Load limit (car and contents):

Colton-Indio	251,000 pounds
Bryn Mawr-Crafton	169,000 pounds

Unless authorized by Superintendent, heavier loads must not be handled.

LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE ON MAIN TRACK AND SIDINGS

MP	Location	Description	
539.8	Colton	Santa Ana River Bridge	Side
547.3	West of Redlands, 2nd Street	Mill Creek bridge	Overhead & side
562.0	Beaumont	Water tank	Side

SPEED RESTRICTIONS FOR TRAINS: Maximum speed of trains in territory shown below is subject to further restrictions applicable to engines in the train as shown in SPEED RESTRICTIONS FOR ENGINES appearing on page 4, and MAXIMUM SPEED PERMITTED WITH CERTAIN EQUIPMENT and OTHER MAXIMUM SPEEDS appearing on page 5 of Special Instructions for All Subdivisions. Speed must be further reduced as prescribed by speed signs, except as specifically authorized by Special Instructions herein, or by timetable bulletin.

All trains must run carefully during and after heavy storms, particularly when the track is apt to be affected. When fog, storms or other conditions obscure track or signals, speed of trains must be so reduced as to permit strict observance of signals and INSURE SAFETY, REGARDLESS OF TIME.

TERRITORY	*Streamlined PASSENGER TRAINS	OTHER PASSENGER TRAINS	FREIGHT AND MIXED	LIGHT ENGINES RUNNING FORWARD	LIGHT ENGINES RUNNING BACKWARD
MP MP Column:	A	1	2	3	4
EASTWARD, COLTON TO INDIO:					
539.00 to 540.00	20	20	20	20	20
540.00 to 545.28	60	50	35	35	30
545.28 to 546.64	50	50	35	35	30
546.64 to 554.82	45	40	35	35	20
554.82 to 563.35	50	40	35	35	20
563.35 to 567.60	50	50	20	35	20
567.60 to 576.58 (Mons)	50	40	20	35	20
576.58 to 585.00	45	40	20	35	20
585.00 to 589.00	50	40	20	35	20
⊙589.00 to 599.00 (Thousand Palms)	70	60	25	40	30
⊙599.00 to 610.66 (Indio)	70	70	50	50	30
610.66 to 611.30 (Indio Yard)	20	20	20	20	20
EASTWARD, BRYN MAWR TO CRAFTON:					
⊙544.50 to 546.60	..	20	20	20	20
546.60 to 549.90 (over streets)	..	10	10	10	10
⊙549.90 to 551.40	..	20	20	20	20

TERRITORY	*Streamlined PASSENGER TRAINS	OTHER PASSENGER TRAINS	FREIGHT AND MIXED	LIGHT ENGINES RUNNING FORWARD	LIGHT ENGINES RUNNING BACKWARD
MP MP Column:	A	1	2	3	4
WESTWARD, INDIO TO COLTON:					
611.30 to 610.66	20	20	20	20	20
⊙610.66 to 599.00 (Thousand Palms)	70	70	50	50	30
⊙599.00 to 589.00	70	60	40	40	30
589.00 to 585.00	60	50	35	35	30
585.00 to 576.58 (Mons)	45	40	35	35	20
576.58 to 567.60	60	40	35	35	20
567.60 to 563.35	60	50	35	35	20
563.35 to 557.00	50	40	20	35	20
557.00 to 554.82	50	40	25	35	20
554.82 to 546.64	45	40	25	35	20
546.64 to 545.28	50	50	25	35	30
545.28 to 540.00	60	50	25	35	30
540.00 to 539.00 (Colton)	20	20	20	20	20
WESTWARD, CRAFTON TO BRYN MAWR:					
⊙551.40 to 549.90	..	20	20	20	20
549.90 to 546.60 (over streets)	..	10	10	10	10
⊙546.60 to 544.50	..	20	20	20	20

⊙*Streamlined passenger trains are GOLDEN STATE and SUNSET LIMITED with diesel passenger engine.

⊙GOLDEN STATE and SUNSET LIMITED with P-7, 8, 10; GS, or Mt class engine, may run not to exceed 75 MPH on tangent track where 70 MPH is authorized in Column 1.

Maximum speed provided for passenger trains, other than streamlined trains, will apply to No. 370, except that maximum of 60 MPH must not be exceeded at any point, and maximum of 35 MPH must not be exceeded Beaumont to Garnet, except when handled by diesel engine with two or more dynamic brakes may make maximum of 40 MPH.

Eastward freight and mixed trains handled by DF class engine, without retainers and with three or more dynamic brakes in operation may make 35 MPH MP 589.00 to MP 599.00.

RULE 10-J. A light engine, or an engine with caboose may make speed shown in Speed Restrictions table for light engines in territory where such speed is in excess of that authorized by speed sign.

Trains with class of engine shown below are further restricted between points shown, as follows:

	REDLANDS BRANCH MP 544.70 and MP 544.90
⊙DF-101 to 304	..
DS-100 to 108, 110 to 112, 114 to 201	..
DS-101, 109, 113	15
P-1, 3, 4	15

SPEED RESTRICTIONS FOR OTHER THAN MAIN TRACKS	With Caution Not Exceeding MPH
Through sidings, yard and other tracks, wyes, balloon tracks, crossovers and turnouts, except:	15
Through slip switches	10
Through turnouts on other than sidings	10
Through all sidings, yard tracks and other tracks with engine running backward	10
Passenger trains through all controlled sidings other than Garnet, Salvia and Rimlon	20

SPECIAL INSTRUCTIONS—BEAUMONT SUBDIVISION

RATING OF ENGINES—In Units of 2000 Lbs. (Tons)

NOMINAL CLASS	ENGINE NUMBERS	Colton to Indio	Indio to Garnet	Garnet to Colton	Bryn Mawr to Crafton	Crafton to Bryn Mawr
DP-3	6017	1150	1475	1000	....	....
DP-4, 7	6000 to 6004, 6018	1150	1475	1000	....	....
DP-5, 6	6005 to 6016	....	....	....	....	....
DP-8 to 10	6019 to 6033	....	....	....	....	....
DP-11	6034 to 6045	3125	4050	2125	....	....
DF-1 to 12	6138 to 6461	4475	4575	4175	....	....
DF-100	5200 to 5202	....	....	....	....	....
DF-101 to 108, 110, 112	5203 to 5249, 5253 to 5278, 5500 to 5502	1150	1500	1100	....	....
DF-109, 111	5250 to 5252, 5503 to 5505	....	....	....	....	....
DF-114, 116, 117, 118	5279 to 5293, 5308 to 5335	1400	1850	1350	975	10000
DF-115, 119	5294 to 5307, 5336 to 5339	1675	2200	1625	1200	10000
DF-120	5340 to 5371	....	....	....	....	....
DF-200 to 204	5100 to 5118	....	....	....	....	....
DF-300 to 304	4600 to 4623, 4700 to 4703	....	....	....	....	....
DF-500, 501	4800 to 4815	....	....	....	....	....
DS-1 to 8	1000 to 1032	340	450	325	275	4000
DS-100 to 109, 111, 115	1300 to 1441, 1464 to 1485, 1514 to 1528	535	725	510	325	4000
DS-110, 114, 118	1442 to 1463, 1492 to 1513, 1539 to 1550	690	900	655	670	4000
DS-113, 117	1486 to 1491, 1529 to 1538	....	....	....	....	....
DS-200, 201	1900 to 1903	....	....	....	....	....
M-4	1629 to 1713	470	650	450	200	2650
M-6, 8	1721 to 1801, 1824, 1825	600	800	575	250	3100
M-9	1805 to 1817, 1830	625	825	600	275	3275
M-11	1833 to 1835	650	875	625	285	3400
T-1	2248, 2252	415	550	400	170	2250
T-23	2302, 2303, 2310	625	825	600	260	3250
T-28, 31	2312 to 2362	675	900	625	295	3575
T-32	2365 to 2384	675	900	650	300	3625
P-1, 3	2411, 2431	500	700	500	200	2950
P-4	2410, 2414	575	775	550	225	3225
P-5 (T&NO)	600 to 606	....	....	....	....	....
P-6	2453, 2454, 2458	650	875	625	....	....
P-7	2476, 2477	700	950	650	....	....
P-8, 10	2461 to 2473, 2478 to 2483	725	1025	700	....	....
P-8, 10	2475, 2484 to 2491	725	1025	700	....	....
C-8, 9, 10	2513 to 2598, 2700 to 2860	775	1025	750	330	3900
C-18	3400, 3406	700	950	675	320	3600
C-19	3420, 3423, 3426	725	1000	700	325	3750
TW-8	2914	625	875	600	280	3300
Mk-2, 4	3203 to 3236	850	1125	825	....	....
Mk-5, 6	3247 to 3275	925	1275	900	....	....
Mk-7, 8, 9	3303 to 3324	1050	1450	1025	....	....
Mk-11	3298	775	1000	750	....	....
F-1	3611 to 3652	1150	1475	1125	....	....
F-3, 4, 5	3653 to 3770	1350	1700	1300	....	....
AC-4, 5	4104 to 4122	2000	2725	1925	....	....
AC-6 to 12	3801 to 3811, 4126 to 4294	2125	2850	2050	....	....
Mt-1, 3, 4, 5	4300 to 4376	1025	1325	1000	....	....
GS-1, 2	4400 to 4415, 4470 to 4473	1125	1400	1100	....	....
GS-3, 4, 5, 6	4416 to 4469	1125	1625	1100	....	....
GS-7, 8	4475 to 4487	1025	1400	975	....	....
SP-1, 2, 3	5000 to 5047	1500	2025	1450	....	....

Ratings shown for nominal class DP-3 through 11 are applicable to 3-unit engines. To determine rating of engine with less than 3 units, divide published rating by 3 and multiply by number of units comprising the engine.

Ratings shown for nominal class DF-1 through 12 are applicable to 4-unit engines. To determine rating of engine with less than 4 units, divide published rating by 4 and multiply by number of units comprising the engine.

UNLESS AUTHORIZED BY SUPERINTENDENT, ENGINES WILL NOT BE PERMITTED TO OPERATE IN THOSE TERRITORIES WHERE NO RATING IS SHOWN IN ENGINE RATING TABLE.

⊙**RULE 10-J.** Round yellow speed signs indicate the speed restrictions applying to GOLDEN STATE and SUNSET LIMITED with diesel passenger engine.

Speed signs to left of track:

Eastward	Reading	Westward	Reading
MP 666.58	Signal 60-55-30	MP 633.71	79

Speed sign to right of track with one track intervening: Eastward at MP 612.67 reading 79-70-50.

RULE 14 (d). As specified below, — — — — o sounds will be indication that flagman may return from west:

Araz Jct................on I-CRy line.

RULE 14 (e). As specified below, — — — — — — sounds will be indication that flagman may return from east:

Niland..................on Calexico line.

RULE 21-C. Indicators may be displayed on incoming engines at Indio until they arrive at roundhouse.

RULE 93. Yard limits in which the provisions of Rule 93 will apply are established at the following points:

West MP		East MP
607.85	Indio	613.12
666.09	Niland	668.69
	“ (Calexico line)	668.27
⊙731.51	Yuma	737.83

RULE 103-A. Trains must stop and traffic on highway be protected by member of the train crew over the following crossings:

Indio....Before pushing or backing cars over crossing on drill track opposite yard office.
Yuma....All crossings in old yard.

RULE 104. The normal position of rigid switches at junction points is as follows:

Ferrum........EMRR for Interchange track.
Niland........Calexico Subdivision for Salton line. First crossover west of station is junction switch.

RULE 306. The following block signals equipped with triangular plate bearing the letter "P" have included in their control limits some special protective device. Absolute signals are listed as "P-A":

Eastward Signal	Protection	Westward Signal
P-6386	Movements over end of derailing spur, Ferrum	P-6403
⊙P-6680 P-6682	Spring switch, east end north siding, Niland	P-6681
⊙P-6784	Spring switch, west end siding, Tortuga	P-6783 P-6785
	Spring switch, east end siding, Knob	P-7231
P-7260 P-7632	Spring switch, I-CRy junction switch, Araz Jct.	P-7259 P-7261 P-7263 P-7265
P-A P-A	Spring switches, east and west ends Colorado River bridge, Yuma	P-A P-A P-A P-A

RULE 505. AUTOMATIC BLOCK SIGNAL SYSTEM

Araz Jct. Trains may move between Signals P-7265 and P-7260 against current of traffic on eastward main track, being governed by block signals, whose indications will supersede the superiority of trains between these points.

When Signal 7250 displays stop indication trains must stop with engine within 750 feet of signal, and after 45 seconds signal should indicate proceed and train may then proceed prepared to stop before reaching Signal P-7260.

When Signals P-7259, P-7260, P-7632, P-7265 or 7275 display stop indication train after stopping may proceed at restricted speed only when hand signal received from train-order operator at Araz Jct. with green flag or light, or when orally authorized by operator. Member of crew must make careful examination of switches, and careful watch must be kept for broken rails or other defects in track.

East Indio. Mechanical switch locks on crossover between main track and drill tracks. Instructions for operation posted in herders locker room.

RULE 535. SPRING SWITCHES

Spring switches equipped with facing point locks are located as follows:

Location		Normal Position
Niland	East end north siding	Main track
Tortuga	West end siding	Main track
Knob	East end siding	Main track
Araz Jct.	End of double track	Eastward track
Araz Jct.	West switch crossover between main tracks	Eastward track
Yuma	West end bridge, end double track	Westward track
Yuma	East end bridge, end double track	Eastward track

Spring switches not equipped with facing point locks are located as follows:

Location		Normal Position
Araz Jct.	Junction switch I-CRy	Eastward track

RULE 705. LETTER TYPE INDICATORS

Indicators located as follows:

Illuminated Letter	On Signal	Approaching	Authorizes and Requires Movement as Follows
M	6648	Niland	Proceed to east end north siding.
S	6648	Niland	Enter north siding.
⊙M	6693	Niland	Proceed to west end north siding.
⊙S	6693	Niland	Enter north siding.

RULE 740. ABSOLUTE PERMISSIVE BLOCK

Yuma-Colorado

Limits extend from absolute signals west of Colorado River bridge to absolute signals east of Colorado River bridge.

Trains stopped by absolute signal west of bridge must obtain permission from yardmaster, and also make inspection of spring switches at each end of bridge before proceeding.

GENERAL REGULATIONS

RULE 824. Instructions for setting hand brakes:

Yuma: Freight trains. . . . . . Four brakes on east end,
Two brakes on west end.

⊙**RULE 826. Yuma:** Indicator lights located at each end of icing tracks governing movements on those tracks as follows:

Green: Tracks may be used for train movements or switching.

Red: Tracks may be entered, but cars or engines already on tracks must not be coupled to or moved.

Yellow: Tracks must not be entered, and restricts any movement by trains, engines or cars on or out of ice platform tracks. Trains made up on these tracks must not depart until it has been ascertained indicator displays green aspect.

Not lighted: Must be considered as displaying most restrictive indication, and icing platform foreman must be contacted for instructions before entering tracks.

RULE 827. Trains of passenger equipment, except streamlined GOLDEN STATE and SUNSET LIMITED, must approach Indio at not to exceed 8 MPH to allow forward brakeman to get off where rear of train will stop. He will then make running inspection, then walk length of train opposite station side, making standing inspection, giving careful attention to running gear and journal boxes.

MISCELLANEOUS

1. Water supply at Amos and Mecca for emergency only. Take only sufficient water at Amos to insure making run to Yuma or Niland, and westward trains take only sufficient water at Mecca to make Indio.

Ferrum. On EMRR engines or cars must not move beyond point 100 feet west of point derail. Sign governing must be complied with.

Wye track located on EMRR main track between switches Ferrum yard. Stem of wye 250 feet in length. Wye constructed on 2.5% grade.

10. Engines listed must not operate on tracks shown below:

Class of Engine	Restricted Tracks
⊙DP, DF-1 to 12, 109, 111, 114, DS-101, 103, 109, 113, 114, P-8, 10, Mk, F, AC, Mt, GS, SP. . .	Coachella—Imperial Irrigation District spur.
"	Thermal—United Facilities Corp. spur.
"	Mecca—Water track beyond 100 feet east of crossing.
"	Iris—House track.
"	Ruthven—Spur.
"	Cactus—Spur.
"	Knob—Spur.

Take necessary precautions when sand blowing between signs reading "Sand" at following points:

MP 679.4 to MP 681.5 east of Tortuga,
MP 698.9 to MP 700.4 east of Glamis,
MP 701.6 west of Ruthven to MP 703.85 east of Ruthven.

⊙**11.** Load limit (car and contents):

Indio-Yuma. . . . . 251,000 pounds

Unless authorized by Superintendent, heavier loads must not be handled.

LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE ON MAIN TRACK AND SIDINGS

MP	Location	Description	
732.3	West of Yuma. .	Colorado River bridge.	Side

SPECIAL INSTRUCTIONS—SALTON SUBDIVISION

SPEED RESTRICTIONS FOR TRAINS: Maximum speed of trains in territory shown below is subject to further restrictions applicable to engines in the train as shown in SPEED RESTRICTIONS FOR ENGINES appearing on page 4, and MAXIMUM SPEED PERMITTED WITH CERTAIN EQUIPMENT and OTHER MAXIMUM SPEEDS appearing on page 5 of Special Instructions for All Subdivisions. Speed must be further reduced as prescribed by speed signs, except as specifically authorized by Special Instructions herein, or by timetable bulletin.

All trains must run carefully during and after heavy storms, particularly when the track is apt to be affected. When fog, storms or other conditions obscure track or signals, speed of trains must be so reduced as to permit strict observance of signals and INSURE SAFETY, REGARDLESS OF TIME.

TERRITORY MP MP Column:	*Streamlined PASSENGER TRAINS A	OTHER PASSENGER TRAINS 1	FREIGHT AND MIXED 2	LIGHT ENGINES RUNNING FORWARD 3	LIGHT ENGINES RUNNING BACKWARD 4
EASTWARD, INDIO TO YUMA:					
610.66 to 611.30 (Indio Yard)	20	20	20	20	20
611.30 to 612.67 (East Indio)	30	30	20	20	20
⊙612.67 to 633.71 (Mortmar)	79	70	55	55	30
⊙633.71 to 635.31	70	65	55	55	30
⊙635.31 to 723.06 (Knob)	79	70	55	55	30
723.06 to 727.00	50	50	35	35	30
Araz Jct. thru all switches	25	25	25	25	#..
727.00 to 731.75 (Colorado)	60	60	40	40	30
⊙731.75 to 733.01 (Yuma)	15	15	15	15	#15

TERRITORY MP MP Column:	*Streamlined PASSENGER TRAINS A	OTHER PASSENGER TRAINS 1	FREIGHT AND MIXED 2	LIGHT ENGINES RUNNING FORWARD 3	LIGHT ENGINES RUNNING BACKWARD 4
WESTWARD, YUMA TO INDIO:					
⊙733.01 to 731.75	15	15	15	15	#15
731.75 to 727.00	60	60	40	40	30
727.00 to 726.05 (Araz Jct.)	50	50	35	35	30
726.05 to 726.00 (spring switch)	25	25	25	25	#..
Araz Jct. thru all switches	25	25	25	25	#..
Westward on eastward track, over I-CRy. junction switch	20	20	20	20	20
726.00 to 723.06 (Knob)	50	50	35	35	30
⊙723.06 to 635.31	79	70	55	55	30
⊙635.31 to 633.71	70	65	55	55	30
⊙633.71 to 612.67	79	70	55	55	30
612.67 to 611.30 (Indio Yard)	30	30	20	20	20
611.30 to 610.66 (Indio)	20	20	20	20	20

#See Rule 536.

⊙*Streamlined passenger trains are GOLDEN STATE and SUNSET LIMITED with diesel passenger engine.

⊙GOLDEN STATE and SUNSET LIMITED with P-7, 8, 10; GS, or Mt class engine, may run not to exceed 75 MPH on tangent track where 70 MPH is authorized in Column 1.

Maximum speed provided for passenger trains, other than streamlined trains, will apply to No. 370, except that maximum of 60 MPH must not be exceeded at any point, and maximum of 40 MPH must not be exceeded Knob to Araz Jct.

SPEED RESTRICTIONS FOR OTHER THAN MAIN TRACKS	With Caution Not Exceeding MPH
Through sidings, yard and other tracks, wyes, balloon tracks, crossovers and turnouts, except:	15
Through slip switches	10
Through turnouts on other than sidings	10
Through all sidings, yard tracks and other tracks with engine running backward	10

SPECIAL INSTRUCTIONS—SALTON SUBDIVISION

RATING OF ENGINES—In Units of 2000 Lbs. (Tons)

NOMINAL CLASS	ENGINE NUMBERS	Niland to Amos Yuma to Araz Jct. Enroute I-C	Yuma to Knob	Indio to Niland Amos to Yuma Knob to Indio
DP-3	6017	2800	3750	3750
DP-4, 7	6000 to 6004, 6018	2800	3750	3750
DP-5, 6	6005 to 6016	....	....	....
DP-8 to 10	6019 to 6033	....	....	....
DP-11	6034 to 6045	6950	8075	14975
DF-1 to 12	6138 to 6461	7675	7325	13150
DF-100	5200 to 5202	....	....	....
DF-101 to 108, 110, 112	5203 to 5249, 5253 to 5278, 5500 to 5502	2575	2475	4625
DF-109, 111	5250 to 5252, 5503 to 5505	3800	3600	5000
DF-114, 116, 117, 118	5279 to 5293, 5308 to 5335	3200	3025	5675
DF-115, 119	5294 to 5307, 5336 to 5339	3675	3525	6375
DF-120	5340 to 5371	....	....	....
DF-200 to 204	5100 to 5118	....	....	....
DF-300 to 304	4600 to 4623, 4700 to 4703	....	....	....
DF-500, 501	4800 to 4815	....	....	....
DS-1 to 8	1000 to 1032	800	800	1425
DS-100 to 109, 111, 115	1300 to 1441, 1464 to 1485, 1514 to 1528	1250	1250	2150
DS-110, 114, 118	1442 to 1463, 1492 to 1513, 1539 to 1550	1675	1600	3000
DS-113, 117	1486 to 1491, 1529 to 1538	....	....	....
DS-200, 201	1900 to 1903	....	....	....
M-4	1629 to 1713	1125	1050	1650
M-6, 8	1721 to 1801, 1824, 1825	1400	1300	2025
M-9	1805 to 1817, 1830	1450	1375	2150
M-11	1833 to 1835	1525	1400	2225
T-1	2248, 2252	1000	925	1475
T-23	2302, 2303, 2310	1450	1375	2150
T-28, 31	2312 to 2362	1625	1500	2350
T-32	2365 to 2384	1650	1500	2375
P-1, 3	2411, 2431	1275	1175	1875
P-4	2410, 2414	1525	1425	2150
P-5 (T&NO)	600 to 606			
P-6	2453, 2454, 2458	1600	1475	2325
P-7	2476, 2477	1700	1575	2475
P-8, 10	2461 to 2473, 2478 to 2483	1800	1650	2600
P-8, 10	2475, 2484 to 2491	1950	1800	2700
C-8, 9, 10	2513 to 2598, 2700 to 2860	1800	1650	2600
C-18	3400, 3406	1625	1500	2375
C-19	3420, 3423, 3426	1700	1575	2475
TW-8	2914	1500	1375	2175
Mk-2, 4	3203 to 3236	2050	1850	2975
Mk-5, 6	3247 to 3275	2250	2050	3250
Mk-7, 8, 9	3303 to 3324	2475	2275	3600
Mk-11	3298	1850	1700	2675
F-1	3611 to 3652	2625	2425	3800
F-3, 4, 5	3653 to 3770	3000	2825	5225
AC-4, 5	4104 to 4122	4725	4350	8250
AC-6 to 12	3801 to 3811, 4126 to 4294	5000	4625	9000
Mt-1, 3, 4, 5	4300 to 4376	2625	2425	4400
GS-1, 2	4400 to 4415, 4470 to 4473	2750	2550	4600
GS-3, 4, 5, 6	4416 to 4469	2825	2625	4750
GS-7, 8	4475 to 4487	2525	2400	4475
SP-1, 2, 3	5000 to 5047	3200	2800	5950

Ratings shown for nominal class DP-3 through 11 are applicable to 3-unit engines. To determine rating of engine with less than 3 units, divide published rating by 3 and multiply by number of units comprising the engine.

Ratings shown for nominal class DF-1 through 12 are applicable to 4-unit engines. To determine rating of engine with less than 4 units, divide published rating by 4 and multiply by number of units comprising the engine.

UNLESS AUTHORIZED BY SUPERINTENDENT, ENGINES WILL NOT BE PERMITTED TO OPERATE IN THOSE TERRITORIES WHERE NO RATING IS SHOWN IN ENGINE RATING TABLE.

⊙**RULE 10-J.** Speed signs to left of track:

Westward	Reading
MP 490.36	6

Speed signs to right of track, but with one track intervening:

Westward at MP 486.3 reading 10 is to right of drill track and beyond Alameda St.

Westward at MP 488.1 reading 12 is to right of drill track.

Eastward at MP 501.24 reading 15.

RULE 14 (e). As specified below, — — — — — — sounds will be indication that flagman may return from east:

Firestone Park......on Santa Ana Branch.
West Anaheim......on Stanton Branch.
Tustin Jct...........on Tustin Branch.

RULE 21-C. Indicators may be displayed between Los Angeles Yard and Firestone Park.

RULE 93. Yard limits in which the provisions of Rule 93 will apply, are established at the following points:

West MP		East MP
⊙489.91	South Gate	492.20
500.68	San Pedro (also includes Long Beach Br.)	
⊙490.00	Patata	492.60
⊙496.55	Studebaker (Santa Ana Branch)	498.89
	" (Puente Branch)	501.23
⊙511.57	Puente (Puente Branch, includes both legs of wye)	512.67
508.37	Anaheim	510.68
	" (Stanton Brach)	509.26
⊙516.15	Santa Ana	519.97

Before authorizing movements in either direction on westward or eastward freight lead between Dayton Ave. Tower and River Station Tower, signal operator must secure permission from yardmaster at Bull Ring.

⊙**South Gate:** Work extras may occupy main track within South Gate yard limits without protecting against westward third class trains.

RULE 98. Cars must not be kicked or shoved over railroad crossings not protected by interlocking, unless movement is properly protected.

Trains and engines must approach with caution, and may move over following crossings without stopping, if crossing clear and no movement approaching on intersecting line:

Los Angeles—PERy at MP 487.5 (Must not exceed 6 MPH).
San Pedro Br.—PERy. at MP 491.3 (Must not exceed 6 MPH).
Long Beach Br.—MP 501.9 AT&SFRy crossing Texas Co. spur.

Stop clear of following crossings and send flagman ahead, who must ascertain that no movement approaching on intersecting line before giving signal to proceed:

Los Angeles—LATL Mateo St. at east end old coach yard.

Stop clear of following crossings, then proceed if no movement approaching on intersecting line:

Los Angeles—LATL Davies spur on Second St.
Los Angeles—LATL Bernard spur on Central Ave.
San Pedro Br.—PERy at MP 502.7.
Santa Ana Br.—West leg of wye at MP 517.1.
Santa Ana Br.—East leg of wye at MP 517.2.

RULE 99-C. Will apply on Santa Ana and San Pedro branches.

RULE 103-A. Trains must stop and traffic on highway be protected by member of the train crew over the following street crossings:

⊙Patata—Independence Avenue, on Philadelphia Quartz Co. spur.

Anaheim—Los Angeles St. Before train is permitted to move over crossing, trainman must insert switch key in lock in controller cabinet of manually controlled traffic signal, causing traffic signals to display red flashing indication to vehicular traffic. Switch key must not be removed while any part of train is moving over or standing on crossing.

When switching at Compton or when crossing is cut, cars must not be left standing within ringing circuit of crossing bells.

Public Utilities Commission orders require that trains and engines must stop, and member of crew protect traffic on the following street or highway crossings before movement is made:

Los Angeles yard—Over Wilson St., Mateo St., and Lyon St.
Lynwood—Over Alameda St., on Pacific Iron and Steel Co. spur.
Santa Ana—Over Fourth St.

RULE 104. The normal position of rigid switches at junction points is as follows:

Firestone Park...Santa Ana Br., for westward freight lead.
Wilmington (Anaheim Blvd.)...Long Beach Br., for San Pedro line.
West Anaheim...Stanton Br., for Santa Ana line.
Tustin Jct......Tustin Br., for Santa Ana line.
⊙Puente..........Puente Br., for connecting track.

Derails in main track:
Tustin—10 feet east of east switch.
Dyer—MP 519.67.

RULE 605. INTERLOCKING

River Station Tower. To Glendale or Naud Jct., —.
To Mission Tower or yard lead, o o o o o.

To tracks one to five inclusive or to "B" shed, except track one, — o —.

To tracks six to eleven inclusive, or to track one "B" shed — o o o o.

To Mission Tower against current of traffic, o o o o —.

One long sound of tower air whistle requires all movements through plant to stop immediately and remain standing until authorized by signal operator to resume movement.

Mission Tower: Signal just west of tower building and adjacent to track 55 has white disk attached to mast. Signal is to right of two converging tracks and governs movements on either track.

Clement Jct. Tower. To Butte St. Interchange yard, — o —

Thenard Tower. Telephones at crossing AT&SFRy, UPRR and PERy, and at interlocking signal MP 502.6 on Long Beach Branch. Call signal operator to release electric switch lock on Texas Oil spur, Long Beach Branch.

Consolidated Rock spur switch 50 feet west and Consolidated Lbr. spur switch 200 feet east of crossing protected with electric locks. For movement into these spurs receive signal indication from interlocking signal to proceed over crossing and after passing signal tower, operator will then release electric locks located at switches.

To operate switch open lock box door, move lever to left, then line switch. After movement completed return switch to normal, move lever to normal, and close and lock door.

For movement out of either spur call signal operator at Thenard Tower from telephone at crossing.

When using these spurs clear the main track as soon as possible to avoid delay to PERy and SP trains.

⊙**Los Nietos:** Limits extend over PERy crossing and AT&SFRy crossing from eastward interlocking signal, MP 501.20, to westward interlocking signal, MP 503.60.

⊙Movements across AT&SFRy track, MP 501.70, under control AT&SFRy signal operator at Fullerton. When interlocking signals display stop indication, member of crew must call AT&SFRy signal operator for permission to move over crossing. After permission obtained from signal operator movement may be made only after flag protection has been provided on AT&SFRy tracks on both sides of crossing.

RULE 680. AUTOMATIC INTERLOCKING

Nadeau Interlocking. Crossing AT&SFRy, 0.9 mile east of Vernondale.

⊙**Patata Interlocking.** Crossing UPRR.

When signal governing use of automatic interlocking indicates "Stop" and no cause to be seen, or, if a standing train is seen on intersecting tracks with no indication that they are to proceed, flagman must be sent ahead immediately to open box at crossing and comply with rules posted therein.

After release has been operated by flagman, signal should change to "proceed", or a red indicator light appear at interlocking signal. If red indicator light appears, train may proceed over crossing. If red indicator light does not appear, movement over crossing must be protected in each direction on intersecting tracks. Instructions in box indicate the time interval required for release to function.

⊙RULE 760. CENTRALIZED TRAFFIC CONTROL

Limits extend from absolute signal west of Bartolo, MP 503.60, to absolute signal west of Puente, MP 512.30, and controlled by UPRR train dispatcher.

Westward trains via Puente Branch must not leave Puente until permission has been obtained from UPRR train dispatcher.

Movements over UPRR crossing, MP 504.50, governed by absolute signals at crossing and controlled by UPRR train dispatcher. UPRR rules apply.

GENERAL REGULATIONS

⊙**RULE 827.** On freight trains between Puente, Firestone Park, Dyer, Tustin and Stanton, a member of crew must observe track to rear of train for evidence of derailment or any other condition requiring immediate stopping of train.

MISCELLANEOUS

10. Engines listed must not operate on tracks shown below:

Class of Engine	Restricted Tracks
⊙All engines and cars	Patata—Beyond a point 530 feet from main track switch American Pipe and Construction Co. spur.
⊙DF-1 to 12, 109, 111, 114, DS-101, 103, 109, 113, 114, AC, F, GS, Mk, Mt, P-8, 10, SP	San Pedro—High line.

⊙**South Gate:** Portable derails on General Motors tracks must be removed during switching operations, and when work completed derails must be replaced on track and locked.

⊙When spotting cars on end of General Motors tracks 10, 13, 14 and 15 safety stop must be made 50 feet from bumper.

Crews must not operate on diverging spur off California Mill Supply Corp. spur serving Berg Metals Co. Sign at diverging switch must be complied with.

Downey-Norwalk. Crews must request Darnell Corp. employe to raise door across their track before movement permitted into building.

⊙**11.** Load limit (car and contents):

Los Angeles-San Pedro	210,000 pounds
Wilmington (Anaheim Blvd.)-Long Beach	210,000 pounds
Firestone Park-Dyer	210,000 pounds
West Anaheim-Stanton	210,000 pounds
Tustin Jct.-Tustin	210,000 pounds

Unless authorized by Superintendent, heavier loads must not be handled.

⊙**24.** Movements on Alameda St., Los Angeles, subject to city traffic signals when in operation.

⊙**29.** Movements over UPRR tracks between Bartolo, MP 504.90, and Puente Jct., MP 511.50 are governed by UPRR rules, timetable, special rules and bulletins.

Employes operating over UPRR tracks between Bartolo, MP 504.90, and Puente Jct., MP 511.50, are required to have in their possession UPRR examination certificate, Form 2198, indicating they have been qualified on UPRR rules and special rules; and in addition, are required to have copy of and be conversant with pamphlet issued by SP indicating wherein UPRR operating rules differ from movement in that territory from SP rules, UPRR Supplement No. 1 to Operating and Signal Rules effective March 1, 1952 and UPRR current timetable and special rules.

LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE ON MAIN TRACK AND SIDINGS

MP	Location	Description
504.5	San Pedro	Drawbridge . . . Side
⊙514.0	East of Patata	Santa Ana River bridge . . . Side

⊙**Trains with class of engine shown below are further restricted between points shown, as follows:**

	SANTA ANA BRANCH					STANTON BRANCH	TUSTIN BRANCH		
	MP 488.90 and MP 493.00	MP 494.00 and MP 503.50	MP 503.50 and MP 509.30	MP 510.50 and MP 517.40	MP 518.00 and MP 519.40	MP 508.84 and MP 509.00	MP 515.50 and MP 516.00	MP 518.00 and MP 520.00	MP 522.10 and MP 522.40
DF-101 to 108, 110, 112, 114, 300 to 304	25	..	25	..	X	..	..	..	X
DF-109, 111	20	20	25	25	..	..	..	..	X
DS-1 to 8	..	..		..	X	..	..	..	X
DS-100, 102 to 108, 110, 111, 114, 115	20	20	25	25	X		..	..	X
DS-101, 109, 113	15	15	20	20	X	15	15	15	X
M-4	25			..	X	..	..	..	10
M-6, 8, 9, 11	25	25	..	..	X		..	..	X
T-1				..	X	..	..	..	..
T-23, 28, 31	20	20	25	25	X	..	..	..	X
T-32	25	25	..	..	X		..	..	X
P-1, 3, 4	15	15	20	20	X	15	15	15	X
P-5					10	..	..	..	10
P-6, 7				..	X				X
C-18, 19					10				15
C-8, 9, 10					10				10
TW-8				..	X				15

X—Not permitted to operate.

SPECIAL INSTRUCTIONS—FIRESTONE PARK SUBDIVISION

SPEED RESTRICTIONS FOR TRAINS: Maximum speed of trains in territory shown below is subject to further restrictions applicable to engines in the train as shown in SPEED RESTRICTIONS FOR ENGINES appearing on page 4, and MAXIMUM SPEED PERMITTED WITH CERTAIN EQUIPMENT and OTHER MAXIMUM SPEEDS appearing on page 5 of Special Instructions for All Subdivisions. Speed must be further reduced as prescribed by speed signs, except as specifically authorized by Special Instructions herein, or by timetable bulletin.

All trains must run carefully during and after heavy storms, particularly when the track is apt to be affected. When fog, storms or other conditions obscure track or signals, speed of trains must be so reduced as to permit strict observance of signals and INSURE SAFETY, REGARDLESS OF TIME.

TERRITORY	PASSENGER TRAINS	FREIGHT AND MIXED	LIGHT ENGINES RUNNING FORWARD	LIGHT ENGINES RUNNING BACKWARD
MP MP Column:	1	2	3	4
EASTWARD, DAYTON AVE. TOWER TO SAN PEDRO:				
★480.60 to 485.55 (along or across streets)	10	10	10	10
★485.55 to 487.25 (along or across streets)	12	12	12	12
487.25 to 487.39 (interlocking)	10	10	10	10
487.39 to 489.10	15	15	15	15
489.10 to 493.30	30	30	25	25
★493.30 to 494.30 (Compton)	20	20	20	20
494.30 to 502.01	20	20	20	20
502.01 to 503.50 (Fries Ave.)	15	15	15	15
503.50 to 507.06	10	10	10	10
EASTWARD, WILMINGTON (Anaheim Blvd.) TO LONG BEACH:				
501.31 to 502.32	15	15	15	15
502.32 to 502.40 (PERy crossing)	10	10	10	10
502.40 to 503.62	15	15	15	15
EASTWARD, FIRESTONE PARK TO DYER:				
489.10 to 491.92	30	30	25	25
491.92 to 492.00 (interlocking)	20	20	20	20
492.00 to 509.00	30	30	25	25
509.00 to 511.20	15	15	15	15
511.20 to 516.39	30	30	25	25
516.39 to 517.40	12	12	12	12
517.40 to 519.40	30	25	25	25
EASTWARD, WEST ANAHEIM TO STANTON:				
509.00 to 513.60	20	20	20	20
EASTWARD, TUSTIN JCT. TO TUSTIN:				
511.90 to 512.22	20	20	20	20
512.22 to 512.60 (crossing)	15	15	15	15
512.60 to 514.53	20	20	20	20
514.53 to 514.91 (crossing)	15	15	15	15
514.91 to 516.50	20	20	20	20
516.50 to 516.80	15	15	15	15
516.80 to 522.40	20	20	20	20
⊙**EASTWARD, STUDEBAKER TO PUENTE**				
497.57 to 497.75	10	10	10	10
497.75 to 498.80	30	30	30	25
498.80 to 501.27	⧫15	15	15	15
501.27 to 504.93	30	30	30	25
504.93 to 504.98 (through switches)	20	20	20	20
504.98 to 511.48 (UPRR)	*..	..	..	..
511.48 to 512.66	20	20	20	20

TERRITORY	PASSENGER TRAINS	FREIGHT AND MIXED	LIGHT ENGINES RUNNING FORWARD	LIGHT ENGINES RUNNING BACKWARD
MP MP Column:	1	2	3	4
WESTWARD, SAN PEDRO TO DAYTON AVE. TOWER:				
507.06 to 503.50	10	10	10	10
503.50 to 502.01	15	15	15	15
502.01 to 494.30	20	20	20	20
★494.30 to 493.30 (Compton)	20	20	20	20
493.30 to 489.10	30	30	25	25
489.10 to 487.39	15	15	15	15
487.39 to 487.25 (interlocking)	10	10	10	10
★487.25 to 485.55 (along or across streets)	12	12	12	12
★485.55 to 480.60 (along or across streets)	10	10	10	10
WESTWARD, LONG BEACH TO WILMINGTON (Anaheim Blvd.):				
503.62 to 502.40	15	15	15	15
502.40 to 502.32 (PERy crossing)	10	10	10	10
502.32 to 501.31	15	15	15	15
WESTWARD, DYER TO FIRESTONE PARK:				
519.40 to 517.40	30	25	25	25
517.40 to 516.39	12	12	12	12
516.39 to 511.20	30	30	25	25
511.20 to 509.00	15	15	15	15
509.00 to 492.00	30	30	25	25
492.00 to 491.92 (interlocking)	20	20	20	20
491.92 to 489.10	30	30	25	25
WESTWARD, STANTON TO WEST ANAHEIM:				
513.60 to 509.00	20	20	20	20
WESTWARD, TUSTIN TO TUSTIN JCT.:				
522.40 to 516.80	20	20	20	20
516.80 to 516.50	15	15	15	15
516.50 to 514.91	20	20	20	20
514.91 to 514.53 (crossing)	15	15	15	15
514.53 to 512.60	20	20	20	20
512.60 to 512.22 (crossing)	15	15	15	15
512.22 to 511.90	20	20	20	20
⊙**WESTWARD, PUENTE TO STUDEBAKER**				
512.66 to 511.48	20	20	20	20
511.48 to 504.98 (UPRR)	*..	..	..	..
504.98 to 504.93 (through switches)	20	20	20	20
504.93 to 501.27	30	30	30	25
501.27 to 498.80	⧫15	15	15	15
498.80 to 497.75	30	30	30	25
497.75 to 497.57	10	10	10	10

★Regulated by City ordinance.

*Trains must not exceed 20 MPH through junction switches UPRR tracks. Speed on UPRR tracks governed by UPRR rules, special rules and instructions.

⧫Trains must move with caution not exceeding 15 MPH on SP-PERy joint tracks between MP 498.80 and MP 501.27.

SPEED RESTRICTIONS FOR OTHER THAN MAIN TRACKS	With Caution Not Exceeding MPH
Through sidings, yard and other tracks, wyes, balloon tracks, crossovers and turnouts, except:	15
Through slip switches	10
Through turnouts on other than sidings	10
Through all sidings, yard tracks and other tracks with engine running backward	10
Entering Alameda St. from Finkelstein Foundry Co., spur MP 490.3 San Pedro Branch (crossing must be cleared as quickly as practicable).	6
Between River Station and Mission Tower	10
On HBL track east of Fries Ave., (MP 503.50), Wilmington	10

Los Angeles: Following maximum speed for trains and engines while on UPRR tracks (East Bank line) must not be exceeded:

	Passenger trains	All other trains
Pasadena Jct. to First St.	15	15
First St. to Ninth St. Jct.	50	25
Ninth St. Jct. to Downey Road	25	20

SPECIAL INSTRUCTIONS—FIRESTONE PARK SUBDIVISION

RATING OF ENGINES—In Units of 2000 Lbs. (Tons)

NOMINAL CLASS	ENGINE NUMBERS	47th St. to L. A. Yard Via Butte St. and East Bank	San Pedro to 47th St.	L. A. Yard to San Pedro Via East Bank and 47th St	Studebaker to Puente	Puente to Studebaker
DF-1 to 12	6138 to 6461	8525	11575	12225	12150	9850
DF-100	5200 to 5202		....		....	....
DF-101 to 108, 110, 112	5203 to 5249, 5253 to 5278, 5500 to 5502	3525	5000	5000	5025	4000
DF-109, 111	5250 to 5252, 5503 to 5505	....				
DF-114, 116, 117, 118	5279 to 5293, 5308 to 5335	3575	4975	5375	5200	4100
DF-115, 119	5294 to 5307, 5336 to 5339	4100	5600	5925	5850	4725
DF-120	5340 to 5371					
DF-200 to 204	5100 to 5118					
DF-300 to 304	4600 to 4623, 4700 to 4703					
DF-500, 501	4800 to 4815			....	....	....
DS-1 to 8	1000 to 1032	900	1250	1325	1600	1275
DS-100 to 109, 111, 115	1300 to 1441, 1464 to 1485, 1514 to 1528	1375	1875	2000	2475	2000
DS-110, 114, 118	1442 to 1463, 1492 to 1513, 1539 to 1550	2400	2825	3450	2525	2025
DS-113, 117	1486 to 1491, 1529 to 1538				2400	1950
DS-200, 201	1900 to 1903	....	....	....		....
M-4	1629 to 1713	1250	1700	1950	....	....
M-6, 8	1721 to 1801, 1824, 1825	1450	2000	2275	....	....
M-9	1805 to 1817, 1830	1500	2100	2400	....	....
M-11	1833 to 1835	1675	2375	2500	....	....
T-1	2248, 2252	1100	1575	1650	....	....
T-23	2302, 2303, 2310	1500	2100	2400	....	....
T-28, 31	2312 to 2362	1650	2325	2625	....	....
T-32	2365 to 2384	1800	2550	2675	....	....
P-1, 3	2411, 2431	1350	1900	2150	....	....
P-4	2410, 2414	1475	2075	2350	....	....
P-5 (T&NO)	600 to 606				....	....
P-6	2453, 2454, 2458	1775	2450	2675	....	....
P-7	2476, 2477	1900	2600	2850	....	....
P-8, 10	2461 to 2473, 2478 to 2483	1950	....	....	....	....
P-8, 10	2475, 2484 to 2491	2075	....	....		
C-8, 9, 10	2513 to 2598, 2700 to 2860	1950	2750	2900	....	....
C-18	3400, 3406	1800	2525	2650	....	....
C-19	3420, 3423, 3426	1850	2625	2775	....	....
TW-8	2914	1625	2325	2450	....	....
Mk-2, 4	3203 to 3236	2175	....	....	....	....
Mk-5, 6	3247 to 3275	2475	....	....	....	....
Mk-7, 8, 9	3303 to 3324	2700	....	....	....	....
Mk-11	3298	2000	....	....	....	....
F-1	3611 to 3652	2800	....	....	4150	3350
F-3, 4, 5	3653 to 3770	3325	....	....	4775	3850
AC-4, 5	4104 to 4122	5100	....	....	7525	6075
AC-6 to 12	3801 to 3811, 4126 to 4294	5400	....	....	7950	6425
Mt-1, 3, 4, 5	4300 to 4376	2625	....	....	....	....
GS-1, 2	4400 to 4415, 4470 to 4473	2800	....	....	....	....
GS-3, 4, 5, 6	4416 to 4469	2950	....	....	....	....
GS-7, 8	4475 to 4487	....	....	....	....	....
SP-1, 2, 3	5000 to 5047	3825	....	....	....	....

Ratings shown for nominal class DF-1 through 12 are applicable to 4-unit engines. To determine rating of engine with less than 4 units, divide published rating by 4 and multiply by number of units comprising the engine.

UNLESS AUTHORIZED BY SUPERINTENDENT, ENGINES WILL NOT BE PERMITTED TO OPERATE IN THOSE TERRITORIES WHERE NO RATING IS SHOWN IN ENGINE RATING TABLE.

SPECIAL INSTRUCTIONS—FIRESTONE PARK SUBDIVISION

RATING OF ENGINES—In Units of 2000 Lbs. (Tons)

NOMINAL CLASS	ENGINE NUMBERS	Tustin and Tustin Jct.	Stanton to West Anaheim	Wilmington (Anaheim Blvd.) and Long Beach	Firestone Park and Dyer	West Anaheim to Stanton
DF-100	5200 to 5202					
DF-101 to 108, 110, 112	5203 to 5249, 5253 to 5278, 5500 to 5502	2150	4975	5000	3550	5000
DF-109, 111	5250 to 5252, 5503 to 5505	....	....	....	....	....
DF-114, 116, 117, 118	5279 to 5293, 5308 to 5335	2150	4350	4500	3575	10000
DF-115, 119	5294 to 5307, 5336 to 5339	2525	4950	5100	4125	10000
DF-120	5340 to 5371					
DF-200 to 204	5100 to 5118	....	....	....	....	....
DF-300 to 304	4600 to 4623, 4700 to 4703	....	....	....	....	....
DF-500, 501	4800 to 4815	....	....	....	....	....
DS-1 to 8	1000 to 1032	750	1125	1125	1300	2675
DS-100 to 109, 111, 115	1300 to 1441, 1464 to 1485, 1514 to 1528	875	1650	1700	1850	4000
DS-110, 114, 118	1442 to 1463, 1492 to 1513, 1539 to 1550	1450	2900	3000	2400	4000
DS-113, 117	1486 to 1491, 1529 to 1538	....	....	....	....	....
DS-200, 201	1900 to 1903	....	....	....	....	....
M-4	1629 to 1713	700	1200	1150	1800	2650
M-6, 8	1721 to 1801, 1824, 1825	840	1450	1380	2175	3100
M-9	1805 to 1817, 1830	895	1550	1450	2300	3275
M-11	1833 to 1835	935	1600	1525	2400	3400
T-1	2248, 2252	600	1050	1000	1550	2250
T-23	2302, 2303, 2310	880	1535	1440	2250	3250
T-28, 31	2312 to 2362	975	1695	1600	2500	3575
T-32	2365 to 2384	995	1725	1625	2550	3625
P-1, 3	2411, 2431	770	1370	1290	2025	2950
P-4	2410, 2414	845	1505	1420	2225	3225
P-5 (T&NO)	600 to 606					
P-6	2453, 2454, 2458					
P-7	2476, 2477					
P-8, 10	2461 to 2473, 2478 to 2483	....	....	....	....	....
P-8, 10	2475, 2484 to 2491	....	....	....	....	....
C-8, 9, 10	2513 to 2598, 2700 to 2860	1070	1855	1750	2750	3900
C-18	3400, 3406	1000	1700	1625	2550	3600
C-19	3420, 3423, 3426	1040	1790	1690	2650	3750
TW-8	2914	910	1570	1485	1825	3300
Mk-2, 4	3203 to 3236	....	....	....	....	....
Mk-5, 6	3247 to 3275	....	....	....	....	....
Mk-7, 8, 9	3303 to 3324	....	....	....	....	....
Mk-11	3298	....	....	....	....	....

UNLESS AUTHORIZED BY SUPERINTENDENT, ENGINES WILL NOT BE PERMITTED TO OPERATE IN THOSE TERRITORIES WHERE NO RATING IS SHOWN IN ENGINE RATING TABLE.

RULE 14(e). As specified below, — — — — — sounds will be indication that flagman may return from east:

Calipatria....on Sandia and Westmorland Branches.
Niland.......on Calexico Line.

RULE 93. Yard limits in which the provisions of Rule 93 will apply, are established at the following points:

West MP		East MP
666.09	Niland	668.69
	" (Calexico line)	668.27
674.52	Calipatria	676.77
	" (Sandia Br.)	676.51
	" (Westmorland Br.)	688.82
684.11	Brawley	688.24
694.44	El Centro	704.84
⊙702.00	" (Sandia Br.)	
706.40	Calexico	708.88

RULE 103-A. Trains must stop and traffic on highway be protected by member of the train crew over the following street crossings:

Brawley—When shoving cars eastward over K St. on Even drill or Standard Oil spur. When engine ahead, stop, sound whistle signal 14(l) and if crossing clear, proceed.

El Centro—Before pushing or backing cars on house track or drill tracks over Main Street.

Public Utilities Commission orders require that trains and engines must stop, and member of crew protect traffic on the following street or highway crossings before movement is made:

El Centro—Over Commercial Ave. and Second Ave. on No. 70 drill.

RULE 104. The normal position of rigid switches at junction points is as follows:

Niland.....Calexico Subdivision, for Salton line.
Calipatria..Westmorland Br., for Calexico line.
Calipatria..Sandia Br., for Calexico line.
Holtville...Holtville Interurban main track for Sandia Br.
El Centro...Interchange track, for SD&AE main track.
El Centro..Sandia Br., for east leg of old wye.

Derails in main track:

Calipatria—174 feet east of junction switch, MP 676.05 on Sandia Branch.

Calipatria—171 feet east of junction switch, MP 676.05 on Westmorland Branch.

RULE 505. AUTOMATIC BLOCK SIGNAL SYSTEM

⊙When Signal 7085 at Calexico displays stop indication, train, after stopping, may proceed at restricted speed.

GENERAL REGULATIONS

RULE 827. On freight trains between Calipatria and El Centro via Holtville; and Calipatria and Westmorland, a member of crew must observe track to rear of train for evidence of derailment or any other condition requiring immediate stopping of train.

MISCELLANEOUS

1. Eastward freight trains take water at Calexico from column opposite roundhouse, unless otherwise instructed.

⊙Trains stopped at Calexico will avoid blocking connection between wye and east end of siding.

10. Engines listed must not operate on tracks shown below:

Class of Engine	Restricted Tracks
⊙DP, DF-109, 111, DS-100 to 109, 110, 111, 114, Mk, Mt, GS, F, SP, MM, AC, P-8, 10	Calipatria—All industry tracks except Holly Sugar Corp. track.
"	Rockwood—All except American Crystal Sugar Co. track.
"	Brawley—All industry, ice and drill tracks except Holly Sugar Corp. track.
"	Imperial—All industry tracks except Northrup King & Co., Southwest Flaxseed Corp., and California Chemical Corp. tracks.
"	El Centro—All industry, ice and drill tracks and old wye, except Holly Sugar Corp. track.
"	Heber—All industry tracks except American Crystal Sugar Co. track.
"	Calexico—All industry, ice decks 1 and 2, and No. 5 track.

El Centro: Passenger trains must not operate over "A" drill track.

⊙**11.** Load limit (car and contents):

Niland-Calexico	251,000 pounds
Calipatria-Westmorland	210,000 pounds
Calipatria-El Centro (via Sandia)	210,000 pounds

Unless authorized by Superintendent, heavier loads must not be handled.

29. Employes operating on tracks of Inter-California Ry. are governed by Rules and Regulations of the Transportation Department of SPCo., and are subject to timetable, special instructions and bulletins of I-CRy. In addition to Calexico and Mexicali, I-CRy bulletins are posted at Indio, El Centro and Yuma.

SPECIAL INSTRUCTIONS—CALEXICO SUBDIVISION

SPEED RESTRICTIONS FOR TRAINS: Maximum speed of trains in territory shown below is subject to further restrictions applicable to engines in the train as shown in SPEED RESTRICTIONS FOR ENGINES appearing on page 4, and MAXIMUM SPEED PERMITTED WITH CERTAIN EQUIPMENT and OTHER MAXIMUM SPEEDS appearing on page 5 of Special Instructions for All Subdivisions. Speed must be further reduced as prescribed by speed signs, except as specifically authorized by Special Instructions herein, or by timetable bulletin.

All trains must run carefully during and after heavy storms, particularly when the track is apt to be affected. When fog, storms or other conditions obscure track or signals, speed of trains must be so reduced as to permit strict observance of signals and INSURE SAFETY, REGARDLESS OF TIME.

TERRITORY	PASSENGER TRAINS	FREIGHT AND MIXED	LIGHT ENGINES RUNNING FORWARD	LIGHT ENGINES RUNNING BACKWARD
MP MP Column:	1	2	3	4
EASTWARD, NILAND TO CALEXICO:				
Niland, thru crossover west of station	15	15	15	15
667.40 to 667.83 (wye switch)	20	20	20	20
667.83 to 679.63	50	35	35	25
679.63 to 679.85	30	30	30	25
679.85 to 685.70	50	35	35	25
★685.70 to 686.80 (Brawley)	25	25	25	25
686.80 to 699.45	50	35	35	25
699.45 to 699.47 (Main St., El Centro)	20	20	20	20
699.47 to 708.88 (Calexico)	50	35	35	25
Over International boundary	12	12	12	12
EASTWARD ON WESTMORLAND BRANCH	25	25	25	25
EASTWARD ON SANDIA BRANCH	25	25	25	25

TERRITORY	PASSENGER TRAINS	FREIGHT AND MIXED	LIGHT ENGINES RUNNING FORWARD	LIGHT ENGINES RUNNING BACKWARD
MP MP Column:	1	2	3	4
WESTWARD, CALEXICO TO NILAND:				
Over International boundary	12	12	12	12
708.88 to 699.47	50	35	35	25
699.47 to 699.45 (Main St., El Centro)	20	20	20	20
699.45 to 686.80	50	35	35	25
★686.80 to 685.70 (Brawley)	25	25	25	25
685.70 to 679.85	50	35	35	25
679.85 to 679.63	30	30	30	25
679.63 to 667.83	50	35	35	25
667.83 to 667.40 (Niland)	20	20	20	20
Niland, thru crossover west of station	15	15	15	15
WESTWARD ON WESTMORLAND BRANCH	25	25	25	25
WESTWARD ON SANDIA BRANCH	25	25	25	25

★Regulated by City ordinance.

Trains with class of engine shown below are further restricted between points shown, as follows:

	SANDIA BRANCH
	MP 675.70 and MP 697.50
⊙DS-101, 109, 113	20
P-1, 3, 4	20

SPEED RESTRICTIONS FOR OTHER THAN MAIN TRACKS	With Caution Not Exceeding MPH
Through sidings, yard and other tracks, wyes, balloon tracks, crossovers and turnouts, except:	15
Through slip switches	10
Through turnouts on other than sidings	10
Through all sidings, yard tracks and other tracks with engine running backward	10

SPECIAL INSTRUCTIONS—CALEXICO SUBDIVISION

RATING OF ENGINES—In Units of 2000 Lbs. (Tons)

NOMINAL CLASS	ENGINE NUMBERS	Niland and Calexico	Westmorland and Calipatria Calipatria and El Centro Via Holtville
DP-3	6017	3750	....
DP-4, 7	6000 to 6004, 6018	3750	....
DP-5, 6	6005 to 6016	....	....
DP-8 to 10	6019 to 6033	....	....
DP-11	6034 to 6045	12325	....
DF-1 to 12	6138 to 6461	10950	....
DF-100	5200 to 5202	....	....
DF-101 to 108, 110, 112	5203 to 5249, 5253 to 5278, 5500 to 5502	3750	....
DF-109, 111	5250 to 5252, 5503 to 5505	5000	....
DF-114, 116, 117, 118	5279 to 5293, 5308 to 5335	4650	....
DF-115, 119	5294 to 5307, 5336 to 5339	5275	....
DF-120	5340 to 5371	....	....
DF-200 to 204	5100 to 5118	....	....
DF-300 to 304	4600 to 4623, 4700 to 4703	....	....
DF-500, 501	4800 to 4815	....	....
DS-1 to 8	1000 to 1032	1175	1300
DS-100 to 109, 111, 115	1300 to 1441, 1464 to 1485, 1514 to 1528	1775	1725
DS-110, 114, 118	1442 to 1463, 1492 to 1513, 1539 to 1550	2275	2200
DS-113, 117	1486 to 1491, 1529 to 1538	....	....
DS-200, 201	1900 to 1903	....	....
M-4	1629 to 1713	1450	1500
M-6, 8	1721 to 1801, 1824, 1825	1800	1790
M-9	1805 to 1817, 1830	1900	1895
M-11	1833 to 1835	1975	1975
T-1	2248, 2252	1300	1300
T-23	2302, 2303, 2310	1900	1875
T-28, 31	2312 to 2362	2075	2050
T-32	2365 to 2384	2100	2110
P-1, 3	2411, 2431	1675	1685
P-4	2410, 2414	1900	1850
P-5 (T&NO)	600 to 606	....	....
P-6	2453, 2454, 2458	2075	....
P-7	2476, 2477	2200	....
P-8, 10	2461 to 2473, 2478 to 2483	2325	....
P-8, 10	2475, 2484 to 2491	2425	....
C-8, 9, 10	2513 to 2598, 2700 to 2860	2300	2250
C-18	3400, 3406	2100	2095
C-19	3420, 3423, 3426	2175	2185
TW-8	2914	1925	1925
Mk-2, 4	3203 to 3236	2625	....
Mk-5, 6	3247 to 3275	2875	....
Mk-7, 8, 9	3303 to 3324	3175	....
Mk-11	3298	2350	....
F-1	3611 to 3652	3350	....
F-3, 4, 5	3653 to 3770	4325	....
AC-4, 5	4104 to 4122	6000	....
AC-6 to 12	3801 to 3811, 4126 to 4294	7000	....
Mt-1, 3, 4, 5	4300 to 4376	3250	....
GS-1, 2	4400 to 4415, 4470 to 4473	3450	....
GS-3, 4, 5, 6	4416 to 4469	3550	....
GS-7, 8	4475 to 4487	....	....
SP-1, 2, 3	5000 to 5047	4500	....

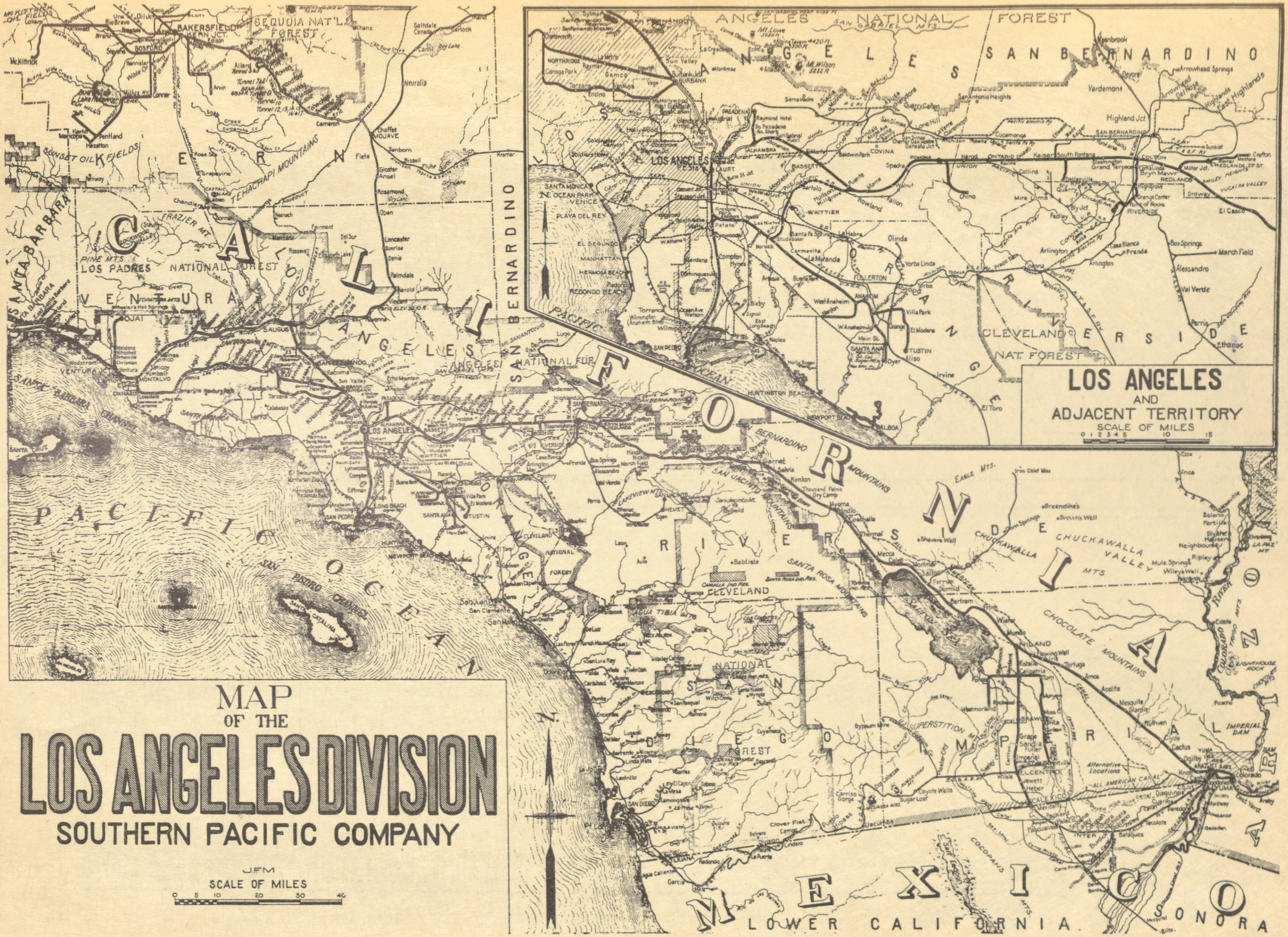
Ratings shown for nominal class DP-3 through 11 are applicable to 3-unit engines. To determine rating of engine with less than 3 units divide published rating by 3 and multiply by number of units comprising the engine.

Ratings shown for nominal class DF-1 through 12 are applicable to 4-unit engines. To determine rating of engine with less than 4 units divide published rating by 4 and multiply by number of units comprising the engine.

UNLESS AUTHORIZED BY SUPERINTENDENT, ENGINES WILL NOT BE PERMITTED TO OPERATE IN THOSE TERRITORIES WHERE NO RATING IS SHOWN IN ENGINE RATING TABLE.

SPEED TABLE

TIME PER MILE	MILES PER HOUR
36″	100
37″	97.3
38″	94.7
39″	92.3
40″	90
41″	87.8
42″	85.7
43″	83.7
44″	81.8
45″	80
46″	78.3
47″	76.6
48″	75
49″	73.5
50″	72
51″	70.6
52″	69.2
53″	67.9
54″	66.7
55″	65.5
56″	64.3
57″	63.2
58″	62.1
59″	61
1′00″	60
1′01″	59
1′02″	58.1
1′03″	57.1
1′04″	56.2
1′05″	55.4
1′06″	54.5
1′07″	53.7
1′08″	52.9
1′09″	52.2
1′10″	51.4
1′11″	50.7
1′12″	50
1′13″	49.3
1′14″	48.6
1′15″	48
1′16″	47.4
1′17″	46.8
1′18″	46.2
1′19″	45.6
1′20″	45
1′25″	42.4
1′30″	40
1′35″	37.9
1′40″	36
1′45″	34.3
1′50″	32.7
1′55″	31.3
2′00″	30
2′15″	26.7
2′30″	24
2′45″	21.8
3′00″	20
3′30″	17.1
4′00″	15
5′00″	12
6′00″	10
7′00″	8.6
7′30″	8
8′00″	7.5
10′00″	6


LOS ANGELES
AND
ADJACENT TERRITORY
SCALE OF MILES
0 1 2 3 4 5 10 15
CALIFORNIA
PACIFIC OCEAN
MEXICO
LOWER CALIFORNIA
SONORA
ARIZONA
KERN
VENTURA
SANTA BARBARA
LOS ANGELES
SAN BERNARDINO
RIVERSIDE
ORANGE
SAN DIEGO
IMPERIAL
SEQUOIA NAT'L FOREST
LOS PADRES NATIONAL FOREST
ANGELES NATIONAL FOREST
CLEVELAND NAT. FOREST
CLEVELAND NATIONAL FOREST
SAN BERNARDINO MOUNTAINS
SAN JACINTO MOUNTAINS
SANTA ROSA MOUNTAINS
CHUCKAWALLA VALLEY
CHUCKAWALLA MTS
CHOCOLATE MOUNTAINS
TEHACHAPI MOUNTAINS
SUNSET OIL FIELDS
SANTA BARBARA CHANNEL
SAN PEDRO CHANNEL
SALTON SEA
COLORADO RIVER
ALL AMERICAN CANAL
IMPERIAL DAM
BAKERSFIELD
MOJAVE
LANCASTER
PALMDALE
SAUGUS
VENTURA
OXNARD
LOS ANGELES
PASADENA
SANTA MONICA
LONG BEACH
SAN PEDRO
SANTA ANA
ANAHEIM
FULLERTON
SAN BERNARDINO
COLTON
RIVERSIDE
REDLANDS
POMONA
HEMET
INDIO
NILAND
BRAWLEY
EL CENTRO
CALEXICO
MEXICALI
YUMA
SAN DIEGO
OCEANSIDE
N.

MAP
OF THE
LOS ANGELES DIVISION
SOUTHERN PACIFIC COMPANY

J.F.M.
SCALE OF MILES
0 5 10 20 30 40